



Airtime

Winter 2016



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- FPV Scottish National Championships
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- Scottish Scale Nationals

Also available as a free download from
www.saaweb.co.uk





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Front Cover Picture: ATC Visit to Conningsby with the mini BoB models.

Chairtime

So summer has gone, the competition season is over and the first snow has arrived in the North. It's time to get the winter woollies out and start thinking about the models for next year.

That's not the only thing to think about, as at the AGM there are posts on the Council to be taken up, so don't be shy in volunteering. It is important for the future of the Association.

During the summer recess I did manage to get a holiday, if you can call it that, going round England and Wales to model shows and fly-ins.

The LMA Elvington Show was blessed with very good weather with a number of new models turning up again, some of which were flown by SAA members. This year there was no full size flying partly due to the new restrictions on full size flying displays and the retirement of the Vulcan. For a change I managed come away without buying any new models.

I was invited to the LMA Council Meeting at the Gaydon Model Show and as I retire as Chairman at the end of the year, was asked if I would still be involved at the Strathaven Show next year. I confirmed that although I am retiring, I will still be involved in the organisation of the show. The LMA Council confirmed that they will hold the Strathaven Show again in 2017, so here's hoping that we get two days of good weather for it.

Once again I would ask that we get as many helpers and pilots for the event as possible.

Talking about restrictions, I received a copy of the proposed European Air Safety Agency's (EASA) rules for flying unmanned air vehicles (UAV) in Europe. So that you understand, what we fly is a UAV. This document is 72 pages long and has caused a massive response from most of the whole of the European model flying groups and from individuals. Because of the adverse reaction they have received, EASA have delayed the implementation of these rule until sometime next year.

To have a look at the rules and a response to these rules go to the following on web.

<http://www.easa.europa.eu/easa-and-you/civil-drones-rpas>

<http://www.fai.org/news/42436-eas-fai-response-unmanned-aircraft>

In the mean time the BMFA, LMA and the SAA have been in communication with each other on the matter and we have asked the BMFA to represent us at any meetings on the subject.

It should be noted that Mr. David Phipps, the CEO of the BMFA, has given an excellent and detailed response to the EASA proposed rules.

We received an invitation to a meeting in Friedrichshafen, Germany organized by the European Model Flying Union (EMFU) at which we were represented by the BMFA and the LMA. The SAA has registered with the EMFU as have a large number of European Associations. The SAA are being kept informed of the ongoing situation by both the BMFA and the LMA.



During the break I spent almost three weeks in North Wales this year at Penrhos which we have attended since the first fly-in there 30 years ago. This year we had very little power flying due to the weather which was very windy for most of the time. On one day, although we recorded wind speed of 69mph on the slope, we still

had some great slope soaring. The social side of the event was great as usual and the little band of SAA pilots who attend are always made welcome.

Douglas Dickie, Chairman of the East Kilbride Club has let SAA know that the Concours Event that they have held for many years is now cancelled. This is a great pity as it was always the first get together of the year for the Clubs and has always been a great success.

Another bit of sad news is the passing of Fellow Joe Ferguson and the age of 96. Our sympathy goes out to Joe's Family; he will be sadly missed by all who knew him.

The Dundee Club held the first FPV Racing competition at the end of August which is reported later in Airtime. It was a well attended and exciting event and I had the privilege of presenting the Trophy to the winner. The video gives you an idea of how exciting it was.

My thanks again to the Dundee Chairman, Kenny Carr and his Team for the first class organisation, the hospitality and the assurance that they will run the event again next year.

On the ATC front, the Air Corp have been sponsored by the Royal Air Force Charitable Trust to purchase trainers, engines, radio equipment and model flight boxes to enable the SAA volunteers to teach the Cadets to build and fly model aircraft. The equipment has been procured and we have begun to allocate the models to Squadrons who are interested in the subject. This year we have had excellent support from the ATC, both at the Strathaven show and at the many Camps that have organized throughout the year for flying models. Brian Barclay of the Glenrothes Club sold off a number of his models and very kindly donated the £160 that he raised to the ATC. Many thanks Brian for your generosity, maybe now you will have some space left in your new trailer.

Well that's it from me; the next Chairtime will be penned by a new Chairman. My thanks to all of the Council for their hard work and their support and I sincerely hope that the new Chairman will have the same excellent support as I have had.

My thanks also goes to the all Members for the encouragement and the hospitality I have received. It been a joy and a privilege.

Lanark Aeromodelling Club

Winter Indoor Flying 2016

Tue 8 Nov 16	Venue is:-
Tue 22 Nov 16	Carluke Lifestyles
Tue 6 Dec 16	Carnwath Road
Tue 20 Dec 16	Carluke.
Tue 17 Jan 17	All dates are Tuesday evenings
Tue 31 Jan 17	between 19.30 and 21.30.
Tue 14 Feb 17	A fee of £4 will be required per session.
Tue 28 Feb 17	All welcome.
	Venue is:-
	Carluke Lifestyles, Carnwath Road, Carluke.
	All dates are Tuesday evenings between 19.30 and 21.30.
	A fee of £4 will be required per session.
	All welcome.

Joe Fergusson—July 1920 to August 2016

by Bill Grimsley

Joe was born in Maxwellton, Dumfriesshire on 1st July 1920 and spent much of his youth, amongst other things, cycling the countryside, searching for adders' nests on the railway lines and taking a huge interest in the early years of aviation.

At school he showed an aptitude for English, Maths, and Technical drawing, winning many prizes in these subjects.

When he was 19 he joined the Royal Air Force ahead of call up to make certain that he wouldn't get drafted into the other services. It was a bit of a shock to him to discover that he was red/green colour blind which excluded him from attaining his ambition to be a pilot. However he settled to being the best aircraft engineer he could and passed out top of his class as a Leading Aircraftsman. On being posted to Montrose repairing Beaufighters, he became the personal rigger of Commander McIntyre with whom he had a special trust. Some time was spent posted to Ireland and due to his joinery skills; he volunteered to serve in London repairing home damage by the Blitz and V2 bombs. While he was at Biggin Hill he was repairing a Hurricane with his mate one day when a gaggle of ME109's came over the trees shooting. He told me that although he was short, his legs were fast and he beat his big mate to the dugout.

Spitfires were a pet hate of Joe's as he felt they got all the glory, unjustly, in his opinion.

During his sojourn with the RAF at Montrose, he met a young lady called Daisy, a waitress at the local hotel. They were married in early 1940 and after the war had a daughter, Cheryl. When the war ended Daisy and Joe moved to Paisley where Joe became a member of the Clyde Valley Flyers which was just up the hill from where they lived in Glenburn.

He had returned to carpentry when they settled there and spent 20 years as a Foreman with Alex McLean and Son of Renfrew.

Joe and Daisy didn't smoke, only had the occasional celebratory drink, was never interested in football, had never been to a match nor cared for any spectator sport, preferring to participate in his interests, photography, art and aeroplanes, aeroplanes, aeroplanes.

At the ripe old age of 78, he enrolled at Glasgow University for a course in Egyptology as he was interested in what his friends who were in the Desert Rats had told him.

As a 90th birthday treat, Cheryl bought him some flying time in a two seater

plane from Prestwick. This was repeated on his 94th birthday with a flight in a floatplane. He flew as co-pilot down to Loch Doon, did a touch and go on the loch, chased some ducks and flew back to Prestwick for tea and cakes. Joe was always busy doing something or other and was as fit as a fiddle. He put his good health and endurance down to the fact that his blood group was a rare AB negative. I think it was also partly down to the many miles he had to cycle to court Daisy during the war, which also may explain his operation to replace his two knees in later years.

I first met Joe round about 1950 at the Scottish Nationals being held at RNAS Abbotsinch, now known as Glasgow International. I was 10 years old at the time and taller than Joe, hence the reason I have always known him as Wee Joe as did everyone else.

He was flying in the scale competition at the time with his beautifully built model of Woody's Pusher which I think eventually made the front page of the Aeromodeller. Through speaking to Joe about his model, I got hooked on scale and have been all my life.

If I wanted to know about a particular aircraft, I spoke to Joe and he would pull out a thick bundle of pictures from his pocket which invariably had a photograph of the aircraft I had asked about. If he hadn't one on him he would get me the information I needed. On one occasion I asked him about an Airspeed Ferry. He produced not only the 3 view drawings but pictures of the one he built and won the British Nationals Free Flight Championship. On another occasion I went to his house in Glenburn to ask him for information on the Waco YMF 5.

We went into his room where there were magazines from floor to ceiling and within minutes he gave me a book with detailed drawings of the aircraft. How he knew where to look among the thousands of books and magazines beat me.

Joe was an ardent builder of Peanut Scale models. I don't know how many he had but they were everywhere in the house, in cupboards, on top of wardrobes, sideboards, even IN the washing machine as well as on it. Daisy was a very understanding wife.

Some of these models were models he flew in the USA where he was the first Scot to fly in the Indoor Flying Scale Championships held in Indiana. Through these visits to the US he met many friends two of whom were Al Blackstrom and Joe Joseph. Joe kept in touch with these two gentlemen on a regular

basis, was made an honorary member of two Model Clubs in Texas visiting the Alamo and Dallas on his trips there.

Another two friends were Bob Todd who passed away just recently and Ken Turner, both of the East Kilbride Club and all three of them were affectionately known as the Last of the Summer Wine. Bob Todd once told me that Joe and he had different interests during the war. Bob blew planes up and Joe repaired them.

Joe was a fiercely passionate Scot, a staunch supporter of the SAA and was made a Fellow of the SAA for his dedication and services to Aeromodelling. He will be sadly missed.

Joe Ferguson (left) and Bob Todd (right) at Woodvale



From the Editor

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

I think the sad news in this edition is the postponement of the East Kilbride Concours d'Elegance which is normally held in February. Is this a sign of dwindling attendance, or is it simple a lack of willing bodies to help with the evening. I suspect the latter as the last coupe of years have been well attended, though perhaps not as much as in previous years.

It is also nice to see the mini Battle of Britain flight still going strong. Well done to all those who give up their time to take the youth out on these excursions.

Look out for the Scottish FPV Championship article later in the issue as this looks like a whole lot of fun. To wet your appetite, here is one of the videos. Please watch it sitting down :)

https://www.youtube.com/embed/z_d6xeRbe5U

Around the Web

FPV Scotland Facebook page:

<https://www.facebook.com/groups/164869817057325/>

Montrose Model Club Facebook page:

<https://www.facebook.com/MMAC1944/?fref=ts>

New multi-rotor shop in Dalkeith:

www.kooltoyz.co.uk

The next Copy Date will be the end of Feb 2017

In the last edition there was an error on page 40 where Fergus McCann was credited for allowing us the use of Strathaven Airfield. This should of course read Colin McKinnon. This was my error and not that of the article's author.

Into the (FPV) Unknown by Tom Laird

At the end of October I started assembling the Winter edition of Airtime, and received a report on the Scottish FPV Championships together with a link to a YouTube video. I read the report and watched the video and felt myself getting hooked. I forwarded the video onto a couple of club mates and had a bit of a chat about it all up at the site and we came to the general understanding that this was definitely something to look into.

I contacted Allan Sneddon from KoolToyz in Dalkeith and got a general view of the landscape, together with a typical beginner's shopping list. I also exchanged emails with Alex Smith and expanded my knowledge a bit further.

One of our 12-year old club members let me have a look through his goggles whilst he flew, and it really is pretty amazing. He also gave me some important information regarding the aerals to use. Note that both out **junior** members are flying FPV as well as fixed wing.

Around about this time I asked the club committee if they could take a look at producing a set of protocols that would allow FPV to integrate with the fixed wing and heli fliers, and to look at how we could set up a basic race track.

Then I joined the Facebook page as a way of improving my understanding before purchasing anything. What was immediately apparent is how fast the technology is changing, and wandering into this area without some 1 on 1 advice could be money down the drain. Since I was still finishing off my 2017 fixed wing competition model I reckoned it would be January before the pocket money balance rose to a level where I could actually buy anything, so the next step was to list the various options on frames, motors, goggles etc., then find someone who could explain the pros and cons of each.

That's all for now folks, more in the next issue.

<http://www.kooltoyz.co.uk>



Radio Controlled Drone Specialists

IMAC @ Clitheroe by Tom Laird

At the beginning of August I made my way down to the beautiful town of Clitheroe in Lancashire for their IMAC comp and at 1 ½ hours south of Carlisle it was well within travelling distance. The Friday practice day was a bit breezy though quite a few models still took to the air. Saturday was much better and Sunday was better still. 17 pilots had entered over 4 classes + Freestyle so it was to be a great weekend, though through call-offs only 14 took part. Scotland, England, Ireland, Wales, and Australia were all represented, so a truly international comp. Three rounds of “Known” were flown for each class and 1 round of the “Unknown”. The “Known” schedule is published and flown all year whereas the “Unknown” is handed out at the comp so you don’t get the chance to practice it, just to make things a bit more interesting :)

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

There were 4 entrants in the Freestyle-to-music group which was won by Dan Gallo from the Angus club. The overall winner in my opinion was the Chief Cook who kept us fed with bacon rolls, kebabs, coffee, and looked after the BBQ on the Saturday evening. A big thanks to Brian Horn from the Edisford Bridge Flying Club for all the preparation and organisation.

A selection of models in the pits area



Training and Testing Weekend, West Calder by Tom Laird

Next up after the Aberdeen event was West Calder in August which was well attended over the weekend. Congratulations to all! The results were:

Saturday:

Andy Pirie / Aberdeen / Heli Examiner

David Lawrie / East Fortune / Heli Hover

Dougie Moore / Glasgow Barnstormers / Fixed Wing Silver,

Sunday:

David Lawrie / East Fortune / Heli Bronze

Alex Mackie / Glenrothes / Fixed Wing Silver

Martin Clements / West Calder / Fixed Wing Bronze

Sandy Law / West Calder / Fixed Wing Silver

I attended the SAA training and testing weekend at West Calder. Well organised by Jim McGlynn and the hospitality was second to none. Thanks to all the committee who made me very welcome and to Mrs Anderson for the



excellent service and catering. They don't know how lucky they are!!
Special thanks to Barry and Dougie, the examiners, for their time and empathetic training. Their help and support was invaluable although Barry did overindulge in the pies!

Thanks to Sandy and Bill for information on the field which was invaluable.

Safe flying everyone. **Alex Mackie, Chairman Glenrothes AC**



Above: Silver for Alex Mackie and Sandy Law. Below: Bronze F/W for Martin and Heli Silver for Andy.



Training and Testing Weekend, Hamilton by Tom Laird

The Hamilton weekend was blessed with some very challenging conditions so it was nice to see John Curran get a FW Bronze, Paul McCaw get a FW Silver, Douglas Moore get his FW Examiners ticket, and John Lang to get a very well deserved Heli Silver. Furthest travelled was examiner Andy Pirie who came down from Aberdeen. Seen here are the successful passes with the other examiners Bill Anderson, Dougie Sheppard, Barry Sharp and Ian Corse.



Elderslie Bring & Buy Auction by Tom Laird

The 7th October saw the annual CVF auction at Elderslie and once again it was very well attended with about 75 to 80 people in attendance, and was very efficiently run by the CVF team. The room was well set out and the luxury chairs with cushions were out for the night. Pies, beans, tea, coffee and juice were available to purchase from the CVF catering team and “made” the night.



Bargains? Yes, bargains galore: a Midget Mustang for £60, a virtually brand new Enya 53 for £40, a very nice Phase 5 glider for £80, a Siato 80 for £65, WOT XL for £80, a couple of other gliders and a host of other models and

accessories. All in all very much worth the trip through and definitely



recommended for next year.

Here are a few more B&B events for the start of 2017:

East Kilbride Model Flying Club
Concours d'elegance & Silent Auction

After careful consideration the Club Committee have reluctantly decided to postpone the above event for 2017.

We would like to sincerely thank all the participants who have supported us faithfully over many years, by entering models and goods in our event.

Douglas G. Dickie FSAA

Chairman EKMFC

BALBEDIE AEROMODELLING CLUB
BRING AND BUY SALE

SATURDAY 18TH FEBRUARY 2017 AT THE MILLBRIDGE HALL KINROSS



SELLERS

Can I ask the sellers to arrive about 13.00 and to get set up as soon as we have been given the big hall and the Octagonal Room.

BUYERS AND BROWSERS

Buying and selling will start at 14.00. (Please no selling in the car park before the event)

Sellers:- £5.00 Entry Fee Buyer and Browsers :- £3.00 Entry Fee

**DUMBARTON & DISTRICT MODEL AIRCRAFT CLUB
BRING & BUY SALE
at
DUMBARTON FOOTBALL CLUB
STADIUM**

**VICTORIA STREET/CASTLE ROAD
(At Dumbarton Castle)
DUMBARTON G82 1JJ**

FRIDAY 17th MARCH 2017

**Items for Sale can be submitted from 5.30pm
Onwards. Sale commencing at 8pm.**

**Refreshments, snacks, tea & coffee
will be available to purchase from the bar.**

Trade Stand

**Blackridge and District Model Flying Club
BRING AND BUY SALE**



The club's yearly 'Bring and Buy' will be held in Blackridge Community Centre in March 2017. A firm date is to be decided and will be posted on our website for anybody interested in coming along. Food and drinks will be available. Please see our website, www.bdmfc.org.

The Montrose Fly-in

The 2016 annual summer fly-in of Montrose MAC took place on its traditional date, the last weekend of July. Weather conditions were mixed over the weekend, but that did not stop a good crowd of modellers from all over Scotland travelling and camping for the event.

The local Club members were active from the Friday, setting up pits, runways, tents and fencing for the weekend. Iain Bell and his son Alistair brought their gang mower to cut the runways even shorter than the playing fields usual cut, and that helped a lot to mark them out.



Strong winds prevailed over the weekend, but at least they blew straight down the runway, and helped to move the showers that came on the Saturday. A novel addition this year was member Roy Napier, who arrived in his one to one scale chopper and gave joyrides to happy modellers.

All in all another successful event, and thanks are due to all who helped,

came and flew, and ate all our burgers! Thanks to Lorraine for 'manning' the barby over the weekend, cooking and supplying teas and coffees to the multitude. Thanks are also due to Montrose Roselea JFC for providing their shower and toilet facilities over the weekend.

Again, it is good to meet flyers from all over, and share the gossip and latest news with them, see you all next year.

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

<https://www.facebook.com/MMAC1944/posts/1219484341416773>

<https://www.facebook.com/MMAC1944/>



The Scottish FPV Quad Racing Championships

To get you off to a good start, view the event pictures and videos here:

<http://www.fpvscotland.co.uk/scottish-nationals-2016/>

The weekend of 27th and 28th August, 2016 saw the open qualifiers and finals of the inaugural Scottish FPV Drone Championship take place at the Dundee MAC field at Barry Buddon, Angus.



Eight pilots had already qualified for the Sunday finals, by virtue of being either first or second in their racing group, of which four had registered to take part in the championship – Edinburgh FPV, Renegades FPV from Glasgow, Granite City FPV from Aberdeen and the DMAC Quad Squad from Dundee.

The open qualifiers, which took place on the Saturday, were to give those fliers who were not part of a recognised racing group a chance to qualify for the Finals on the Sunday – and also to give the fliers who had already qualified from their groups a chance to fly the course.

The course itself was devised by Graeme Matthews, aka Buzzin' G FPV of the Granite City FPV group, and was a mixture of flat-out straights and sharp corners to test the men and machines to their limits.

Of the thirteen fliers who turned up on the Saturday hoping to qualify, only eight would make it through to the finals on the Sunday. The qualifiers were chosen by means of a series of time trials, where each group of four fliers had five minutes to put in as fast a lap as possible, laps being timed electronically by means of a transponder attached to the drone and a series of sensors at the start/finish line. Due to the excellent weather on the Saturday, there was time for five rounds per group, giving everyone the best chance possible of



setting their best time.

The Group qualifiers were:

Aberdeen (Granite FPV): Graeme Matthews and Ty Moore

Dundee (DMAC Quad Squad): Alun Martin and Ben Smith

Edinburgh FPV: Brendan Price and Kyle MacKenzie

Glasgow (Renegades): Derek Callander and Martin Gardner

The eight who qualified from the time trials were (in order of the fastest lap set)

Fraser O' Neil (26.41s), Keiren Black (26.53s), Craig Dobry (30.64s) and Paddy Mac (32.09s),

James Oldfield (32.75s), Robert Latta (32.89s), Jamie Michie (34.39s) and John Banks (38.48s).

The fastest lap of the day was set by Graeme Matthews at 25.56 seconds – and we thought 45 seconds might be a good time!

With the finalists chosen, Saturday's proceedings drew to a close, leaving some “off the peg” flying, plenty of socialising and a load of battery charging to end the day.

Sunday morning started out bright and fair, with light winds promising a good days racing, and after some informal practice, the sixteen finalists were divided

into groups of four and allocated their video channels for the first series of heats.

Each group of racers was “spotted” by the next group, who pointed out any missed gates or cut corners, which required a go around, and kept watch for any dangers in the flight.



All was going well, the racing was close and exciting, and with five heats to go before the four racers to go into the Grand Final were to be chosen – the Scottish weather caught up with us! Barry Buddon was hit by a downpour which halted proceedings for over an hour, and which left puddles on the track.

After the deluge, the heats continued, and when the points were tallied up, Graeme Matthews, one of the favourites after setting the fastest lap time on Saturday, was out. A couple of crashes in the heats meant he had not qualified.

There were two clear qualifiers for the Grand Final, Fraser O'Neil with twelve points, having won all three of his heats, and Paddy Mac on ten points. However, the next three fliers were all tied on eight points each, which meant that a three-way fly-off was necessary between Derek Callander, Keiren Black and Kyle MacKenzie, with the first two to finish qualifying.

A fast and tight race followed, with Derek unfortunately losing out in a photo finish. We now had our Grand Finalists – favourite Fraser O'Neil, Paddy Mac,

Kyle MacKenzie and Keiren Black.



The Grand Final was to prove an exciting race, with Fraser crashing out right at the start. His quad just seemed to flip right over as soon as he applied throttle – the problem was later traced to a speck of dirt jammed inside one of his motors. The other three, meanwhile, were off like bats out of hell, with



Keiren taking the lead immediately. Kyle and Paddy were having their own close race behind him, until the last obstacle of the first lap, when a collision put Kyle out of the race. Paddy was unable to catch Keiren, who increased his lead and won by a good margin. Not bad for someone who had only been flying FPV for a few months!

Bill Grimsley, Chairman of the SAA, presented Keiren with the trophy as Scottish FPV Racing Champion, and also presented keepsakes to Paddy Mac and Kyle MacKenzie for second and third places, and to Brendan Price and Kyle MacKenzie for being the highest scoring team (Edinburgh).



Allan Sneddon, of Kooltoys.co.uk, suppliers of all things quadcopter, presented Keiren with the first prize of a Connex Proslight HD FPV system on behalf of Connex, who sponsored the event, as well as a Kooltoys Midge frame, speed controllers and propellers. The runners-up also received these prizes.

The four finalists, plus Derek Callander, who narrowly missed out on the final, and Graeme Matthews, who set the fastest lap time, were invited to represent Scotland at the ERSa European final in Ibiza in October – we wish them the best of luck!

A great weekend – can't wait till the next one!



Below: from left to right, are: Paddy Mac, Kyle McKenzie, Kieren Angus Black and Fraser O'Neill.



ATC Coningsby Visit by Don Imrie

Since the inception of The Battle of Britain Mini Flight a few years ago by Colin Nicol, a five figure sum has been raised for the BBMF charity and it is customary for us to receive an invitation for our Cadets to visit the BBMF H/Q at RAF Coningsby to present our annual contribution to them.

They are always very glad to meet the youngsters who have helped raise the funds at airshows and other events throughout the year and invite us down on their East Lincolnshire Lancaster day usually shortened to East Lincs Lanc's



day where the hangar is opened and Cadets get to see the aircraft close up.

Last year the group was split into two and each group had a half hour flight in the C47 which they can all tell their grandchildren about, although the way things are going these aircraft may well still be airworthy in another seventy years. If the skills and spares are still there, there is no reason why this should not be the case as there are many WWII aircraft still flying in superb condition all round the world indeed some C47s are still working full time in airline livery!

The BBMF C47 is used for training crews to fly multi engine taildragger type aircraft before they move onto the Lancaster, but unfortunately for the youngsters this year, one engine went unserviceable, so until a replacement is sourced (on its way as we speak) the C47 will remain in the hangar.

The Lancaster is in a very different position to the C47 being such a valuable aircraft, almost unique on this side of the Atlantic, although there are rumours



that 'Just Jane' may be brought back to airworthy status. Most of the spares that Dick Richardson brought back from the prairies of Canada have gone back over the Atlantic into private hands like Kermit Weeks' Fantasy of Flight but as I said before there are no immediate plans to make another airworthy in the USA at the moment - such a pity that there are only two airworthy Lancasters in the world.

All the more reason for us to raise funds to help them in any way possible, so if you see the buckets at an airshow or other event, chuck a few coins in and you'll be doing a service to aviation.

Cadet Sophie Tougher-Mitchell is seen presenting the cheque to Sqn Ldr Andy Millikin CO of the BBMF who was about to display their Spitfire in their flypast seen in the accompanying photographs. Station Commander Jez Attridge OBE had his final flights on the Hurricane and Spitfire before taking up a Staff appointment at Cranwell.

The Cadets in the photos are either learning to fly R/C model aircraft or have learned already and have passed the Bronze and Silver awards set up by the Scottish Aeromodellers Association Safety & Achievement Scheme.

Engine Start-up





Above: Lancaster flypast

Below: C47 Engine Maintenance



The Scottish Scale Nationals

by Dick Marsden and Don Imrie

The weather forecast for Saturday 6th was good, but the forecast for Sunday 7th was for gale force winds and rain. It was therefore decided to try to fly 3 rounds of each of the two classes on the Saturday.

FLYING SCALE

Lindsay Dickie flew his Zlin with very precise manoeuvres as per usual to take



1st place. Simon Loudon's large Wedell Williams 'Gilmore' flew very well, and had he chosen a different manoeuvre instead of the Derry Turn, the result would have been a lot closer - 2nd place. Bill Grimsley in 3rd place did very well. He flew my model a Zlin Z50L which

Lindsay's Zlin Z50S

he had never flown before, and apart from the Stall Turn had excellent flights. Douglas Thornton flew his 1/3 Scale Nieuport 28 and had a good first round but had engine problems in the 2nd round and had to scratch. Don Imrie flew his Harmon Rocket well, but lost his canopy in the 2nd round. (he found it after the harvest was taken in and whilst the canopy itself was unscathed, the structure forward of the canopy had come second in a tussle with the combine harvester!) Colin MacLean's 1/4 Scale Curtis Hawk had a stuck elevator servo on take off and landed heavily but without too much damage.

RESULTS

- 1st - Lindsay Dickie - Zlin Z50L - 3152 points
- 2nd - Simon Loudon - 'Gilmore' - 3005 points
- 3rd - Bill Grimsley - Zlin Z50L - 2824 points

Class 3 Scale

Duncan Gray flew 3 good rounds with his Edge 540 whilst Steven Fox flew his Spitfire so well he took 2nd place with Charlie Galloway coming in quite closely behind Steve to finish 3rd. GAC Chairman Alex Mackie flew a nice Hangar 9 P47 Thunderbolt but unusually for Alex had a slightly heavy landing after his first flight which put him out of contention, meanwhile Donald Grant was thoroughly enjoying flying his Spitfire with gusto as he always does. Donald will be receiving some winter 'coaching' on Scale Competition protocol as he flies so well but loses points for failing to call at the correct moment and similar silly things like that. A fellow GAC member has assured me that it will not happen next year as he will be sorting him out!

However, it is worth pointing out here that the Class 3 Scale event was designed to encourage new blood into Scale and that is precisely what it achieved since four of the five entrants were first time entrants to the Scottish Nationals. Well done to all of them and let's see more of these Scale models next year.

Results

1st - Duncan Gray - Edge 540 - 2842 points

2nd - Steve Fox - Spitfire - 2654 points

3rd - Charlie Galloway - Piper Cub - 2562 points

The weather behaved so well on Saturday with just a light wind that we managed to fly 3 rounds of each class which was just as well, as Sunday was pretty well as forecast and simply would not have happened.

Past Champion Jock Heggie arrived but didn't enter instead he helped Donald Grant and others on the day. The improvement in atmosphere at Scale events is now very pleasing and I would encourage new entrants to have a go. Many thanks to all the competitors who took part in the competitions.

Thanks also to the judges Allan Hendry and Ian Sutherland and to 91 years young box man Alistair Lamb.

Last but not least a big thank you to Glenrothes Aeromodelling Club for the use of their field and to Carolyn Law for the catering.



Above: Simon's Gilmore

Below: Charlie Galloway's Cub



Lindsay receives his trophy from
Alistair Lamb



Duncan taking
the Class III
Trophy





Above: Steve's Spitfire

Below: Doug's Newport



Glenluce Fly-in 2016 by Tom laird

The 1st October saw my annual visit to the Glenluce club near Stranraer for their fly-in. Once again the weather was fantastic with a light breeze down the runway and sunshine with a bit of cloud cover to deal with the sun. For those who think it is a long way to go, just think of the stunning scenery. There are plenty of passing places so frustration levels are generally very low, and there is a Costa Express and an Asda en-route for those essentials.



When you have 4 of the country's top fixed-wing pilots you are certain to be entertained with your own private airshow and this was certainly the case. Chris, Simon, Ally & Richard certainly pulled out the stops with some very impressive skills, including a synchronised

display by Chris & Simon. "Young" Murray Young just gets better each year and is a joy to watch. As I visit other clubs and events it does strike me that we do have a core of really talented youngsters.

It was not all flying as my primary objectives were to get a new model inspected, c of g confirmed, and to get some JR Xbus training. All were accomplished. A big thanks to Richard, Nigel and Murray as cooks for the day who kept us fed and watered with plenty of bacon rolls, coffee & cakes.

In terms of attendance, there was a good turnout of Glenluce members, with visitors from Ayr & District, Tarbolton and West Calder. It would be really great to see this number increase at the 2017 event.



Model-wise there was everything from foamies, 70mm EDF, 30cc, 55cc, 100cc, 170cc class petrols and turbines. Chris Currie had his 3DHS Extra, again DLE powered and JR guided. Ally had his big Katana Richard Copeland had his big H9 Sukhoi, his Eurosport jet. Chris and Simon had their Excaliburs and they went really well off the grass strip. I had my 55cc Pilot Extra and my new H9 100cc Extra to do some prep work on it with the JR Xbus set up. We got that sorted out no bother and I am looking forward to next years IMAC comps. Murray Young flew his Pilot Extra 26.

Unfortunately my camera battery was in the process of dying so all I got were these lo-res videos for you:

[https://youtu.be/h4UvLUYBtDA,](https://youtu.be/h4UvLUYBtDA)

<https://youtu.be/EEx2r-1DyWQ>

<https://youtu.be/8SG0YDmMjc4>

Glenrothes Open Day by Alex Mackie

A great weekend for the club with attendance from 23 members and 7 committee. The weather held out for us on Saturday and most of the day on Sunday. We were delighted to see many visitors from Dundee, Cumbernauld, Dunfermline, Balbedie, Kinross, West Calder and 2 country members of the SAA.

Flying in all categories- Tri-copter, helicopter, control line, scale, aerobatics and sport. A lot of flying and very little wreckage!!

A few regular faces missing that would have helped what was a very busy and friendly atmosphere- never mind next year.

Thanks to everyone who helped and donated raffle prizes. Carolyn's catering was well complimented and delicious. Thank you Carolyn and her manager Graeme. Thanks to Duncan for his efforts staying overnight and apologies to visitors for Brian's cabaret! Only Kidding Brian -well done.

Loch Tay Splash In 8th/9th October by Colin MacLean, Waterplane C.D.

What a great weekend for a change after all the wind and rain we have had to put up with over the flying season. I arrived at the loch side about 9.00 a.m. the sun was out and the loch was very smooth and not a ripple on the water and guess what, no wind.



The waterplane fliers who were there over the weekend were Caroline and Jeff Simpson from Arbroath, George and Barbara Mungall, Dougie and Janice Eustace and Peter Ager from Cumbernauld, Joe Jordon from Broxburn, Alan and Isobel Gibson from Kirkcaldy, Ian Calder and myself from Glenrothes. Also wee Paul McKay from Peterhead along with Dave Christie from

Killin, Bob Nellies from Dundee, Alastair Lamb and Lawson Fergie from Stirling, Alasdair Sutherland from Kilbirnie Chic Fleming, (not sure where from) John Carson Dalgety Bay and Graham McIntosh from Montrose.

With a wide variety of models being flown over the weekend I have to say Alasdair's jet was very impressive in the air, in fact everyone who flew over the weekend was great and my Cessna flew very well so I was very happy.

Over the years I used to see the rescue boat



Date	Time	Where	Club	Contact
3 rd April	10 – 16.30	Mill Dam	Alloa	Alastair Lamb 01786 473329
9 th /10 th April	10 – 16.30	Loch Tay		Colin MacLean 01592 345473
7 th /8 th May	10 – 16.30	Kilbirnie	Kilbirnie	Alasdair Sutherland 01505873045
14 th /15 th May	10 – 16.30	Loch Tay		Colin MacLean 01592 345473
20/21 st August	10 – 16.00	Loch Leven	Balbedie	Colin MacLean 01592 345473
4 th September	10 – 16.00	Mill Dam	Alloa	Alastair Lamb 01786 473329
10 th /11 th September	10 – 16.30	Loch Insh	Cairngorms	Colin MacLean 01592 345473
1 st /2 nd October	10 – 16.30	Kilbirnie	Kilbirnie	Alasdair Sutherland 01505873045
8 th /9 th October	10 – 16.30	Loch Tay		Colin MacLean 01592 345473
13 th November	10 – 3.30	Monikie Park	Monikie Ducks	Caroline Simpson 01241 855320/07775645111
4 th December	10 – 3.30	Monikie Park		
15 th January 2017	10 – 3.30	Monikie Park		
5 th February	10 – 3.30	Monikie Park		
12 th March	10 – 3.30	Monikie Park		

This was the 2016 / 17 calendar so if you fancy coming along to any of the 2017 events you will be very welcome.

going out many times to pick up the pieces (I include myself in this) but now, the boat mainly goes out to bring a plane back because the engine has stopped. So I think I can honestly say that over the years the flying and the landings are better.

A very good weekend of flying to complete the SAA “Splash Ins” for this year. Thank you all for your support over the last 23 years as I shall be standing down as Waterplane C.D. and I hope someone out there is going to take over as this is one of the great events of the hobby.

Modellers come from south of the border to fly with us and really enjoy our locations and comradely.

For more information and to keep up to date please check out our Facebook page: <https://www.facebook.com/groups/204878686527621/>

See you all Downwind, Colin MacLean



Freeflight by Jim Arnott

The planned date of 7th August turned out to be a shocker, with a 25 mph wind gusting to 40 mph, and the Steel Cup event was postponed until the following weekend. We were rewarded with a very good day.

Although it was generally dull and overcast, there was a short spell of drizzle around lunchtime. The light breeze of under 10 mph swung around between Northwest and Southwest making the trees at Weston a constant threat. The max was set at 2:00 mins, which could be achieved in the length of the meadow, for the first 4 rounds. The direction of the breeze at the time of the fifth round would determine if we could risk a higher final max.

Jim Arnott and Chris Edge started with comfortable maxes. David Hambley followed putting his Sijaesque into a nice patch of lift to see it climbing away beautifully. But then disaster, no d/t and David was scurrying back to his car to set off after it. We watched as it continued to climb until it disappeared into cloud at about 1000 ft. Bruce Duncan started with a 1:42 flight from his Junior.

The whole meadow sweating up gently buoyant air as the day warmed up and in the second round, Chris, Jim and Bruce all maxed comfortably. In round three Chris's model was well on its way to another max but at risk of finishing in the Weston trees, so he triggered his radio d/t for a 1:30 time. After a short spell of light rain, the breeze died away. Jim mistook this stillness for neutral air and from a good launch he saw his model fall like a brick for a 1:20 time. Bruce fared little better with a 1:32 flight.

David returned without his model, having followed the tracker signal into Dolphinton some five miles away. He thought that the model was then in cloud overhead, but he had lost the signal shortly after that. He packed up his gear to continue the search further out.

Jim



David and Chris



Bruce



In the fourth round, Chris consolidated his lead with another max. Bruce dropped just 4 secs with a 1:56 flight.

Jim dropped another 19secs with a 1:41 flight. He was clearly scraping the bottom of his barrel of excuses when he declared that he had been “betrayed by a couple of feeding skylarks”.

Going into the final flights Chris had a lead of 20 seconds from Bruce and 29 secs from Jim. With the breeze still towards the trees at Weston, but perhaps a tad lighter, the max for the fifth round was set at 2:30. Bruce had a poor flight of 1:21. Jim chose a nice patch of air and his model held height for a comfortable max. Now Chris would need a decent flight to win. It was much better than a decent flight – a high bunting launch into good air, the max was never in doubt and Chris won the Steel Cup.

Jim David and Chris Bruce David did not find his fly-away model on the day and returned to the area a couple of times in the following days without picking up the signal. He found the locals all very helpful. Indeed, one farmer chauffeured him around and introduced him to other farmers and to the Newlands Centre in Romano Bridge, who then posted a photo of the model on their Facebook. Eleven days after the contest, David got a call from Noblehouse Farm, about 2 miles NE of Romano Bridge to say that the model had been found. It had landed in a field of curious cows who had sampled it before deciding it was really inedible. There was considerable damage, but it is repairable. The model must have been in the air for over an hour to drift about 10 miles in that light breeze.

Jubilee Quaich and Caprice Contests 28 Aug

This turned out to be one of those very special days when free flight contest flying lifts your spirits with delight rather than the usual battle against the vagaries of our weather. It was dry all day, warm sunshine, and the breeze, when there was one, never got above 5 mph.

There were six entries in the Jubilee Quaich, sporting a broad range of models. In this event, the Cd allocates a performance factor to each entry to equalise their chances. Contestants are encouraged to dig out



models which they enjoy flying but which are normally not competitive. The entries were a KK Ajax from Iain Ward, a hot classic power Dixielander from George Blair, the Classic Sans Egal glider from Bruce Duncan, Tommy McLaughlin's Vintage Wakefield "The Horry", David Hambley's E36 power model, and the 80" span vintage power

Playboy Senior, built by Ian Granger and flown by Jim Arnott. In this contest, the max progresses from an easy starter to a testing final flight.

The gentle breeze there was swinging to all points of the compass, but generally returning to an easterly drift.

In the pleasant conditions, all the entries eventually worked their way into the fly-off. It was pity that Tommy could not stay for the fly-off, as some of his qualifying flights with the Horry showed that he would have been a real contender.

KK Ajax OS19 powered Dixielander As the other five flyers prepared for the fly-off, the drift swung to a

OS19 powered Dixielander



Southwest and we were now at the wrong end of the meadow. Guidance from the CD said that we should fly from the moor side of the road and let the drift take the models up towards North Deanhead Farm, and he lead the way with the OS35 powered Playboy.

A nice climb and it settled into buoyant supportive air and circled very sedately over the strip of woodland at the edge of the moor. It was difficult to



OS35 powered Playboy Senior

KK Ajax



imagine how the Playboy could avoid landing in those trees, but it held height well and was carried out over the clover silage field beyond. It d/t'd from 50ft for a score of 6:03.

Iain's Ajax produced a very good flight of 41 seconds which with it's generous factor of five gave him score of 3:25. David's SuperPearl E36 had a good flight without hitting decent air for a score of 3:06. Bruce charged across the meadow as fast as he could to get the Sans Egal to the top of the line in the calm conditions.

He was not rewarded with good air, and the model came down steadily for a score of 2:47. The climb of George's OS19 powered Dixielander was spectacular and it pull out into a patch of buoyant air. Just as we all thought "that's the winning flight", up popped the d/t and the model was back on the ground for a score of 5:45, leaving the Playboy as the winner.

The Caprice Contest, for the Bob Grieve Trophy, was also held on this day. The contestants would have appreciated a little more breeze. Our sprinting ability seems to be tapering off a little and getting models aloft in the flat calm was very difficult. Jim Arnott's Caprice is a lightly built example and this gave him an advantage. Two maxes and a 1:08 took him clear of David Hambley and David Hearn.

The next two dates on our calendar, 11th September for the Allison Trophy and the 25th September for the Finlayson Trophy, were blown OFF with the wind gusting to over 30 mph on both dates. The next meeting was on 16th October for the Pan-Am trophy and this turned out to be another blustery day. A look at the weather for the coming week showed Thursday the 20th was very promising and a quick exchange of emails found that the troops were keen to go then.

The Pan-Am Trophy - Glider championship – Thursday 20th October

Unexpected light rain lasted till around 11am then cleared to leave the forecast

excellent dry and calm conditions. The skies were overcast all day and the air was generally quite neutral with only occasional patches of buoyant air which would reduce the sink speed of models. I do not recall seeing a model rising in lift.

There were four entries in the glider. It was quickly obvious that we had the same issue as the Caprice contest where it was too calm and we could not run fast enough to tow models up. Chris Edge was okay. Modern F1a's have a relatively slow glide speed and go up easier on tow, especially when like Chris's they are designed to give extra decalage during the straight tow and circling stages.

David Hambley had chosen to compete with his Sans Egal, which has a lighter wing loading than his normal Old Peculiar but even so he had to release well short of full height. Tommy McLaughlin had one flight with his Sija before throwing in the towel. Jim Arnott chose to fly his big open glider, Jester. His first attempts were hopeless and resulted in a zero score for his first flight. He then realised that the model was significantly under-elevated. After packing up the tailplane, the second flight was better. Another bit of trimming and he finished with an enjoyable max from $\frac{3}{4}$ line height. (Performance hint – trim your model before you do your comp flights.)

Chris won the Pan-Am Trophy comfortably, achieving three maxes with a margin to spare, as all his flights cleared 3:00.

Nicely Judged !

The Slow Open Power event, postponed at the weekend was also held on Thursday 20th. There were five entries. No problems with it being too calm here. These conditions were perfect. Tommy McLaughlin flew his game little Mini-Geef, powered by a Paw100. It was climbing to good height, but was under-elevated on the glide on the first flight, then a badly set d/t spoilt a

Sans Egal d/t'd down “safely” - clear of the fence, the telephone wires, the road, and the cars.



certain max on another flight. Tommy finished with a 6:14 total. Jim Arnott flew his OS15 powered Dixielander through to a 6:23 total. George Blair's Os19 powered Creep was on excellent trim and only a pilot error was going to keep it out of the fly-off. George provided that with a wrongly set the d/t on the second flight to finish with 6:56 total. Allan Brown completed his three maxes with his fast moving K&B powered SlowQuell. He was joined later in the day by John Eland completing his three maxes with his K&B20 powered model.



Having qualified for the fly-off with his Slowquell, which is seen resting behind; Allan played with this Paw100 powered Halifax Javelin, a very attractive vintage power design by Arthur Collinson.

An engine cut-off failure saw it climbing into the stratosphere on a full tank. The fuse d/t brought it back down safely and it landed only 300 yards away.

There was a definite chill in the air as Allan and John lined up for the fly-off. Allan was first away. The Slowquell hurtled into the sky, but it went shallow on the second half of the climb. Then a poor transition lost most of the climb height, which resulted in a very disappointing flight of 2:05.

John's climb looked sedate by comparison but it was a very effective pattern and rolled out nicely into its glide at about 400 ft. The air was not helpful and the model glided down steadily for a winning time of 2:55.



Caley Shield

The Caley Shield inter-club team event is based on the scores in the Power, Glider and Rubber championship events. The score of the top club member is taken as the score for that club. The Power and Glider events are now completed and the Rubber championship has still to come.

The team positions are:

	POWER	GLIDER
Dunfermline	7:26	4.35
Paisley	7:26	1:34
Edinburgh	-	-

World Championship 2017

Congratulations to Chris Edge. He is in the GB's F1a Team again. Alongside John Carter and John Williams, he will represent GB at the 2017 World Championships to be held in Hungary from August 6-13th 2017. That looks like a very strong and experienced team – good luck to them.

The Jacobite Trophy

The opportunity to add time to your Jacobite Trophy log finished on 16th October. Bruce Duncan was the run-away winner with a total of 83 minutes. He accumulated 24 minutes in one day, when he did three 6 minute flights alongside a five minute flight and 1 minute flight. That was more than his opponents achieved in the season, with Jim and Davis way back on 18 minutes and 13 minutes respectively. Himself, the Thane of Glaur, will be returning to his Perth residence.

The Chuck Glider/ Catapult Glider Trophy

Bill's Chuckie League has been poorly supported this year. Jim was the only regular competitor and was unbeaten, that is apart from the day when he gave

Comps	1	2	3	4	5	Total
Jim Arnott	7	10	10	5	7	39
Bill Shanks	5					5
David Hearn		7			5	12
John Eland		5				5
Tommy McL			7			7
Bruce Duncan			5			5
Chris Edge					10	10

Chris a shot of his “good” model.

Coming Shortly

The postponed Allison and Finlayson events will be happening soon on an impromptu good weather day.

There is an indoor trimming session at Bathgate on 18th December at the usual time of 11 am to 3 pm. Uralan has booked Bathgate for March 12, April 16, and May 7 2017 as the dates for our LRS, NPP, and F1L contests, although we may revise the LRS to a small hall with a solid ceiling – especially after Roger lost a very nice “Bob Romash Poonker” above the ducting at Bathgate last time out.

The BMFA have published a 2017 contest calendar, so I will get our programme out soon.

Free Flight League : There are four events still to come, which are Finlayson Trophy (combined Rubber); Classic Glider; and Classic R/P from 7th area; and the Allison Trophy (all in Mini). The present league table is attached.

Bob Hoover, January 24, 1922 – October 25, 2016

Now and then at an airshow, you realise that you are watching something very special, and so it was for me at Reno in '98 which I enjoyed with Lindsay & David in the company of past Chairman Gerry Marchbanks. Bob Hoover flew a superb display finishing it with his dead stick one wheel then the other landing and turning on to crowd centre and doffing his hat to the crowd - one amazing pilot - great ability. Don Imrie, Photo: Rob Latour/Invision/AP



Around the Clubs



A pair of Sebart Mythos' both with contra-rotating prop setups, seen here at the excellent Dumfries site.

4-ship overfly hanger during cadet visit to Conningsby





Above: Pitlochry Model Airplanes are pleased to announce the addition of power winch soaring at its Calvine site.

Below: a nice undercarriage mod for the Boomerang and similar models. Note the plastic tie-wraps designed to be the weak-link in the event of a hard landing.





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