



# *Airtime*

Winter 2017



## Inside:

- FreeFlight, Waterplanes, T&T, IMAC and F3a
- Rolls Royce Heritage Trust Diary Events
- Training & Testing Feedback
- More

Also available as a free download with  
working hyperlinks from [www.saaweb.co.uk](http://www.saaweb.co.uk)





# SAA Committee



## Chairman

Alex Mackie

chair@saaweb.co.uk

## Vice Chairman

Jim McGlynn

vchair@saaweb.co.uk

## Secretary

Willy Jack

01501740138

sec@saaweb.co.uk

## Assistant Secretary

Colin Thomson

asec@saaweb.co.uk

## CD Rep

Bill Anderson

cd@saaweb.co.uk

## Youth Development/PRO

Les Madden

info@saaweb.co.uk

## Club Liaison

Graeme McKee

liaison@saaweb.co.uk

## Merchandising Officer

Lesley Nicol

01383411149

weargear@saaweb.co.uk

## Webmaster

Stewart Smith / Position Vacant

web@saaweb.co.uk

## Membership Secretary

Carolyn Law

07906375145

memsec@saaweb.co.uk

## Airtime Editor

Tom Laird

07761 645644

air@saaweb.co.uk

## Treasurer

Gordon Hunter

treas@saaweb.co.uk

**Front Cover Picture: Fieseler Storch  
seen at the Dundee open day.  
Picture by Bob Johnstone**

# Chairtime

We are now well through the Aeromodelling year although recently I have enjoyed some fine day's flying. My club at Glenrothes has been busy most weekends and weekdays with a big variety of models.

I attended the Scale Nationals at Glenrothes and although there were some lovely models and some fine flying it was poorly attended and I think our scale CD next year may have to look at altering the format and perhaps take it away from what may be becoming an aerobatic rather than scale flying competition. Nevertheless those who attended had a good time.

My next event visit was the Loch Leven Splash-in organised by the Balbedie Club. This was badly affected by a gale on the Saturday with little flying but in contrast the Sunday was glorious with a large attendance and very few times were there fewer than 4 planes in the air. It was a treat to see three "Vikings" designed by James Joiner, in the air at once. A great day which is well run by the club and a good raffle to boot. This could be a national waterplane venue if it could be secured for another date in the year or perhaps be tagged on to the Balbedie event- thought for the future.

There followed a few more brief visits to local clubs including the Fly-in at Kinross. This was a busy event and most enjoyable to fly in a beautiful landscape.

I managed a brief visit to the Loch Inch waterplane event which was well attended but again was blighted by variable weather although there were excellent spells over the weekend.

The recent SAA waterplane event at Lochearnhead was extremely well attended especially on the Sunday- over 50 models. It was a busy time on the water both days. Well done Colin MacLean for a great weekend. It is hoped this almost perfect flying site will be available 2 or 3 days next year.

On a more serious note it was sad to hear of the passing of Len Nicholls FSA and many members thoughts will be with his widow Emily and her family. Many SAA members attended the funeral and paid their respects to a large contributor to the SAA over many years.

As the year moves on we are heading towards this year's AGM. As I write this article I am actively preparing the AGM Agenda for approval at the next Council meeting early in October. This year's Council has worked well and hard on business for the SAA but with retirements coming up at this year's AGM we are desperately short of volunteers and I have had no response to my plea for nominations of Vice Chairman/Safety Officer. There are a few

vacancies in Club Liaison and CD's Representative coming up and remember these posts need to be filled if the SAA is to function properly and your club is to be fairly represented. Remember too the Webmaster is staying on through goodwill to the SAA and would like a replacement. Our secretary is also staying on until the post can be filled. All not good reading for the future!

The SAA almost reached meltdown a few years ago and only hard work by some dedicated individuals kept it's head above water. I would hate to see it drift back to the lean times. It is my ambition to have a full committee functioning democratically and we can only do this if our clubs nominate people for positions on Council. The jobs demand some time but nothing horrendous.

I have been surprised how insular some clubs can be and the majority of members who only require the SAA for insurance. This has to change if we want a progressive affiliation of clubs, well run and enthusiastic. Maybe we should become an administration issuing insurance but I think we should become so much more.

Our bigger clubs need to get more involved in the Council of the SAA and then maybe we can deliver what the membership wants.

I am currently beginning to negotiate our insurance cover for next year and this should be in place by the AGM or before. Remember there are no days of grace and if you wish to fly on New Year's day, renew as soon as your renewal documents arrive. You can now do this by bank transfer.

Let's see you all at the AGM on 3<sup>rd</sup> December with nominations and opinions on the direction the SAA needs to take. There are some minor changes proposed to the constitution on the guardianship and a tidying up of some loose items to update procedures. Watch out for your copy in your renewal documents out mid October and posted on the SAA website 21<sup>st</sup> October.

Safe flights, Alex. Mackie

The front cover **Fieseler Storch** was built to the Dennis Bryant 90" plan, by Mr. Hair from Newcastle.



# Andy McCue

**Steven McCue:** We would like to say a big “Thank You” for all of your kind donations after Andy McCue sadly passed away. £650.00 was raised, and presented to the Scotland and Northern Ireland Region A.T.C, which was something extremely close to dad's heart. Thank you so much from all of us!

**Jeff Bailey:** Chris and Steven, it was a great pleasure to be asked to come and accept the cheque along with the cadets on behalf of the Scotland & Northern Ireland Region Team. As you say Chris, Andy would have been proud. We look forward to working with you all in the future as a valued supplier of our Radio Controlled Flying equipment and advice, with the odd coffee thrown in on our visits! Thank you once again for your kind donation.

**Colin Nicol / Steven McCue:** Flt Lt Bailey and CI Colin Nicol with 2 cadets from the Region accepting a cheque from Stephen McCue. The sum of £650 was raised at a collection from his late father Andy McCue's funeral. Andy was a great supporter of the Air Cadets for many years and assisted the radio controlled flying team with their endeavours in getting cadets kitted out with the equipment they needed to do the activity. Mrs McCue requested that the money raised should go to the Regional team to be used for RC Flying as would have been Andy's wish to do so. The Regional team thanked Stephen and his mother for their kind donation and continued support to the Air Cadets.



# Len Nichols FSAA

I am sorry to be the bearer of bad news in this issue of Airtime.

Suddenly on Friday 25th September we lost one of our Association's elder statesmen Mr Len Nicholls FSAA following a heart attack. We are in the process of compiling an obituary suitable for a man of such stature but that could not be produced in the time required, so in the meantime, here is the eulogy read at Len's funeral. Don Imrie.

There is one word that for me – sums up Len Nicholls

Len was a gentleman – nobody's fool, but always a gentleman and a superb Chairman. I have never heard him raise his voice – his intellectual thought process allowed him to deal with every situation without the need to raise his voice. He used to allow us all our tuppence worth, then quietly say "OK here is what I suggest" and we would all think to ourselves – Why didn't I think of that.

As Len's Vice Chairman, I sat beside him through many, many meetings – and quite a few of these were shall we say – difficult – but as well as his work in meetings, he was also a passionate flyer until fairly recently.

I first bumped into Len in the mid seventies at the old Cumbernauld Airfield when it was a grass strip and we held our National Championships there. One thing became very clear at that event – everything was being run by one man – Ian Glen. Len discussed the situation with me and we both decided to give some assistance to Ian by allowing our names to be put forward at the AGM and Len took the post of Secretary whilst I took on Safety and later the Newsletter. Ian Smith became Treasurer. It soon became obvious that Ian was looking to pass on the post of Chairman and Len – not wanting to give Ian the impression that he was being side-lined – came up with one of his best ever ideas – he came up with the honour of a Fellowship of The SAA. Ian therefore became the first Fellow of the SAA as a reward for his hard work over many years.

Going back to Cumbernauld Airfield, Len and I used to battle it out first with Pylon Racers where we always seemed to be well matched, then later, on to Dumfries for Aerobatics where once more we were well matched which always makes for a better competition.

Len supervised the writing of The SAA Constitution and has participated in all its updates – It has stood the test of time well and will no doubt continue to do so in the years to come.

He also participated in the writing of the initial Safety & Achievement booklets and at least two rewrites.

More recently, Len has concentrated on his building skills and many of us have examples of his work in our workshops and sheds and so his work will be there for all to see for some time, as will his great and good influence over our Association. We owe him a massive debt of gratitude.

## **Keith Martin,**

**Treasurer, Blackridge and District Model Flying Club**

Sadly, we have to announce the passing of Keith Martin, our dearest friend and Treasurer of Blackridge and District Model Flying Club. Keith passed away peacefully on the 22nd of May after a short illness. He will be sadly missed by all that knew him and we would like to pass on our condolences and sympathy to his wife Margaret and all his family



# Freeflight by Jim Arnott

When Newbigging experienced wind gusting to 35 mph with occasional showers on 11th June, the **Cranfield Classic** became the next event to succumb to the weather and it joined the Laurie Trophy in the waiting list. The following event on the schedule was the Scottish Nats weekend. Once upon a time it would have been inconceivable to cancel the Scottish Nats. Many of us have fond memories of defiantly flying at the Scottish Nats despite everything the weather threw at us. However, things have changed. We no longer have access to the North side of the moor with several miles of open moorland available downwind. We have no flyers travelling from the midlands or southern England to fly. Online weather forecasting is now quite accurate and reliable and our flyers are nearly all on email and easy to contact. We are all getting older, perhaps wiser, and recognise the limits that our bodies can endure in pursuit of pleasure, or even in pursuit of model planes. When the gales blew again over the Nationals weekend, we postponed for a week. The following weekend was no better and there was another postponement. In CD-land there was desperation! As Ian Granger used to say, I was starting to see the attraction of N-gauge model railways as a hobby.

The forecast for the weekend of 8/9 July, was not great but it was much better with the wind mainly westerly and averaging 9/12 mph. The Scottish Nationals was given the green light. The Saturday events were F1a, Open Vintage, and SLOP. Saturday was dry all day. With broken cloud, there was plenty of thermal activity. Even with this light breeze, we have very restricted space in a west wind and we particularly want to avoid landing in the Weston Farm horse enclosures. Flying from the Burngrange side of the road let most flights pass clear to the north of Weston. I decided to run the contests with three flights to a 2 minute max and with the d/t descent times timed on every flight and accumulated to determine the winners. This would make a fourth fly-off flight very unlikely.

There were three entries in F1a; David Hambley, Bruce Duncan, and Chris Edge. Chris's 1:56 was the best in round one. In Round two David found very good air for his Sija, d/t'ing from high and taking 21 secs to descend. Chris also maxed in round two with a 7 sec descent. In round three both David and Chris maxed again but this time it was Chris who had the high flight. A 22 second descent time ensured that he retained the Nats F1a trophy.

In the all-in Vintage contest there were also three entries; Tommy McLaughlin flying his Fox25 powered San De Hogan, Jim Arnott with his OS15 powered All American, and Bruce Duncan with his Leprechaun glider. All three maxed on



round one. Tommy's was a flight in quite gentle air for a 24 sec descent time, but both Jim and Bruce hit big thermals. Bruce's Leprechaun took 61 secs to come down and Jim's All American to 70 secs to descend. In round two, Tommy's San de Hogan continued steadily with another max and a 13 sec d/t time. Jim's model was well off pattern on the climb and in poor air on the glide and landed in the plantation at 1:49. After a search in the plantation, Jim returned empty handed, abandoning the model and until after the close of play. Bruce again chose superb air for his Leprechaun and he watched it climb away majestically from the top of the line. Two minutes passed and then no d/t. It was climbing very high and soon it was out of sight into clouds at about 1000 ft. With his opposition scuppered, a third solid flight from Tommy sealed victory and won him the McManus Trophy.



**John Eland won the SLOP power event with this K&B Sportster powered model.**

After the event, Jim and Bruce were searching the plantation for Jim's model. They had just located it up a tree, when Jim received a phone call from Bruce's Mum— his Leprechaun was in West Linton, 8 miles away. The caller had said "it landed on my neighbour's roof and then blew off into their garden". Fortunately no damage was done – just a few tissue tears !

A big max on the first flight gave a 60 sec descent time. A second flight of 1:49 was followed by another big high max. This time the model was lost from sight shortly after the two minutes and we don't know if it d/t'd or not and how far it may have gone. After an unsuccessful extensive search of the humps and hollows along the flight line, John is now hoping that he also gets a call to say that the model has been found.

The Sunday events were BMFA Glider for the Ian Granger Trophy; Bmfa Rubber for the Waulkmill Shield; and Bmfa Power for the Flying Dutchman Trophy. In response to popular demand E36 power models could compete in the Flying Dutchman. The day started with similar steady breeze from the West and the

same format of a 2 minute max and the accumulated d/t descent times was again used. However this was a dull murky day from the outset and there was a prolonged spell of rain in the middle of the day. There were three entries in the power contest. David Hambley and Chris Edge flew e36's of a 12 sec run and Allan Brown flew his Cheap Trick of a 9 sec run. David had flights of 1:43 , 2:00 , and 1:19 for a 5:02 total. Allan had three maxes, but only scored a descent time on one of them for a 6:08 total. Chris Edge won the Flying Dutchman Trophy with three comfortable maxes where the descent times were 12 secs, 7 secs, and 14 secs for a 6:33 total.



**Two happy customers. One can see the tears of joy rolling down Dave and David's faces as they return to base after retrieving an E36 flight**

There were three entries in the Waulkmill Trophy rubber event; Bruce Duncan, Tommy McLaughlin, and Jim Arnott. Bruce made his life a little more difficult by putting his model in a tree on a 2 minute test flight before he started his contest flights. It would have been a show stopper for most of us but Bruce still has his tree climbing ability and soon had the model down safely. Jim and Tommy scored three maxes with their Urchins. Tommy's third flight was the best of the day with a high climb in buoyant air and a 33 sec descent time, which left Jim 13 seconds in his wake. After two very good max flights, Bruce had 42 secs descent time and just needed a max plus 6 secs to win. However, after his late start he now had only 40 minutes to find and return with his model before the close of the contest. The close of the contest came and there was no sign of Bruce. Tommy had retained the Waulkmill Trophy.

David Hambley was the only entry in the BMFA Glider event and is to be congratulated for finding the energy to fly in a second event after his power flights were done. We had the prizegiving, and there was no sign of Bruce. We packed our cars and there was still no sign of Bruce. I was about to head off in search of him when I was relieved to see Fiona Donald's quad bike coming along the road with Bruce and the model on board. When she arrived at the

cars, it was Bruce's model she had but the other passenger was a rather soggy and dishevelled sheepdog, not Bruce. When I told Fiona that Bruce was still out there looking, she very kindly offered to drive round and tell him. She did not need to, as she drove back to the farm she saw that Bruce was heading back. It had been a difficult nationals with a mixture of weather. Models had been travelling a long way for their two minute maxs. The winners well deserved the spoils from their efforts.

**The Steel Trophy** was scheduled for the following weekend and wouldn't you know it – another weekend with a west wind gusting to over 30mph, and

### John Eland and his Lucky Lindy



the event was postponed. The unsettled weather continued until Tuesday 25th July, when a weak ridge of higher pressure between two significant low pressure zones would pass over Newbigging. A call to arms was issued along with a promise that "it is going to be perfect out there". As all known Cranfield Classic contestants are retired, this event was nominated for the mid-

week event. There were four entries. Tommy McLaughlin's Lucky Lindy was on good trim but the OS15 was not pulling it up fast enough and he finished with a 4:47 total. After some interesting manoeuvres trying to trim his Lucky Lindy, John Eland decided to compete with one of his Ascender's. A solid max on the first flight looked very promising, but short motor runs on the second and third flights saw John finish with a 6:10 total.

George Blair flew his ST15g20 powered Gloworm. It was on perfect trim. The three textbook climbs were by far the highest on the day, and three maxes saw him winning the Cranfield Event for the eighth time in its 21 year history.





Jim Arnott flew his OS15 powered La Bestia. With a very variable climb pattern but a great glide, it achieved a 2:09 in poor air on the first flight followed by two maxes for a 7:09 total.

**Do you remember when the Cranfield Event was held in blistering sunshine with hordes of entries? 1997, with winner Tommy McL on far right of photo.**

## Indoor Events

Our autumn bookings for Bathgate are now confirmed for:

Sundays 1 October, 12 November and 10 December. All 11 am to 3 pm. These are trimming session dates, the three indoor contest will be scheduled early in 2018.



## Paisley Trophy

The forecast for Sunday 6th August was quite marginal, with an average wind speed of around 10/12 mph from the South or South South West and gusts of 20 mph. The early part of the day was expected to be dry with an increasing risk of light showers after lunch. With two events already backlogged and not wanting to add a third, I was somewhat less demanding about conditions and announced that the contest was on. The Paisley Trophy is an "all-in-Open" event, where any models which conforms to a BMFA spec can compete. There were four entries one glider; one rubber model; one IC power model; and one electric power model.

Jim Arnott was first away with an Urchin. It climbed enthusiastically to some 400 ft in a minute then glided off into the distance to score a comfortable max. After 3 mins, it landed a mile away showing the drift to be 20mph. It was a long trek over rough moorland, beyond the burn and part way up the hill to the pill-



box and took over an hour – this was going to be a hard day, and it was now starting to rain. John Eland flew his OS15 powered Ascender #18. It was another great flight and a max scored. John set off in search but the rain was getting heavier and after an hour he returned empty handed, drenched, and exhausted. There had been no signal from his retrieval bug. As his timekeeper for the flight, Bruce thought he knew where the model had finished and off he scampered, marching over the moor as if it was a flat road on a summer's day. Soon he returned with the model. The rain had now stopped, but John had seen enough of the moors for one day.

David Hambley flew his E36. After a very disappointing first flight, he had two flights of 1:56 and 1:38 for a 4:06 total. Bruce Duncan flew his W-hobby "Junior" F1a glider and he did exceptionally well in the conditions with a 1:52 and two maxes for a 6:52 total. Another two high climbing maxes with his Urchin completed Jim's full house and won the Paisley Trophy. Thankfully the breeze had eased a little and each these flights only travelled  $\frac{3}{4}$  mile.

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

On 27th August we had good conditions for these contests. There was a 10 mph breeze and it was dry all day. There were six entries in the Quaich Event and four flyers progressed through to the fly-off. Tommy McLaughlin's Horry

#### **Bruce Duncan with his Vintage Glider**



vintage wakefield was first away. After an impressive climb, it looked well set for a good time but the glide was in poor air and it deserved a better score than its 2:39. Next away was Bruce Duncan's Vintage Glider. Undamaged by landing on a house roof on its last outing, the Leprechaun had been performing nicely all day and this fly-off flight was superb. It held onto some gentle lift and eased its way down very slowly for a 3:36. time.

# F3a Round Up

The 19th August saw us up at the excellent **Angus and District Model Flying Club** (<http://www.angusmodelflying.com/> and <https://www.facebook.com/groups/459987730800001/?ref=bookmarks> ).

Colin Lee, myself and the rain arrived at lunchtime on the Friday but by 5 the rain admitted defeat and moved on so we could at least get a couple of practice flights. Saturday was comp day with 7 pilots turning up for a day of great flying and character-building landings. Once again the hospitality was first class with the burger bar running all day.



**The line-up at Angus in August**

The beginning of September saw the SAA team head down to Deeside for the annual Triple Crown competition between us, England, Ireland and an Interna-

**Colin Elgey, Steve Burgess, Bill Allison (Judge), Malcolm Harris, Wolfgang Schiebel at the Triple Crown, Deeside.**



tional team made up from additional pilots of the 3 countries.

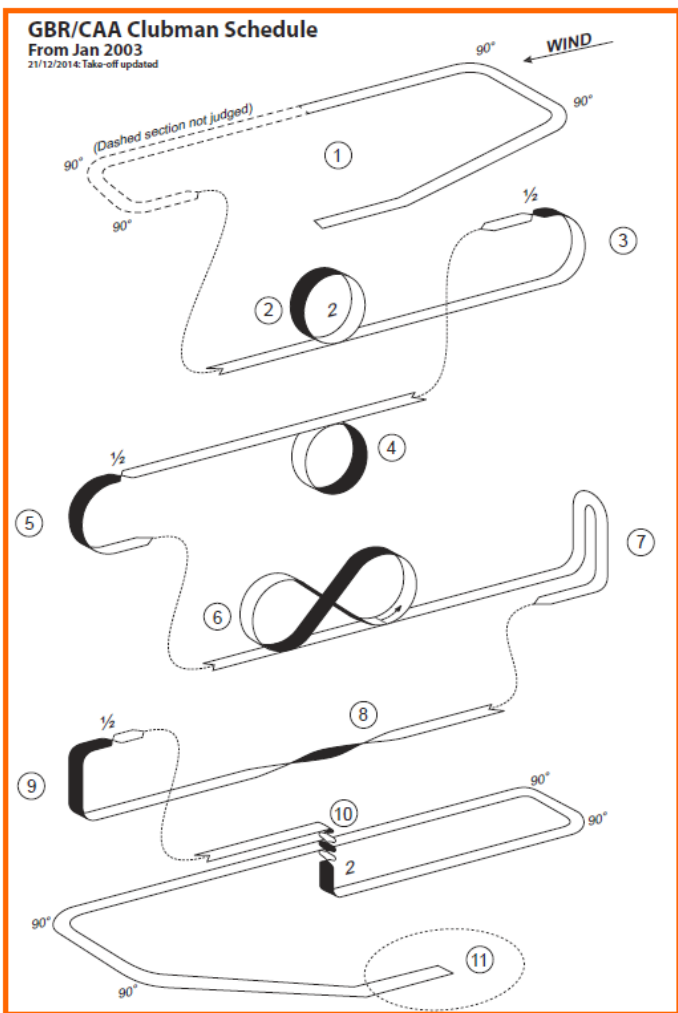
Later in September we were at the excellent Caplaw Model Flying Group site where once again the Ground Maintenance Team had done a great job. See here <https://www.facebook.com/search/top/?q=caplaw%20model%20flying%20group> or do a Facebook search. Once again numbers were low due to other commitments but 3 rounds were flown.

The final comp of the year is at East Fortune in October and that will be the last time we fly the P-17 schedule as we get some new challenges for 2018 – 2019.

In F3a it is only the Advanced/Masters and FAI schedules that change every 2 years so for anyone looking to get started, the entry level schedule remains the same:



Colin Lee (1st Left) in the International team





# Training and Testing

## West Calder T&T weekend by Sandy Law.

What a result! 12 certificates/awards passed. We were hampered with high winds on Saturday but gifted with an excellent Sunday. Many thanks to all who participated; helpers, attendees, trainees, examiners, visitors, testers, trainers and as always, the lovely ladies supplying, tea/coffee, pies and nibbles. Big CONGRATULATIONS to the people testing, which produced 6 fixed wing bronze, 1 quad competence, 1 Heli silver and remaining mix of Heli hover and bronzes.





**Next was the Hamilton club** event at the beginning of September where we had great weather on the Saturday, and 90 degree cross winds on the Sunday. Andy Bell from the Cumbernauld club, and Claude Neilson and 14 year old Stewart McEwan from the Hamilton club all passed fixed-wing Bronze. Also on the day were some fantastic helicopter demos and plenty of help and advice. Once again thanks has to be given to the cook who kept everyone fed with some excellent pies, tea and coffee.





**Down at the Glenluce fly-in,** John Shanks from the Ayr and District club passed his “Bronze” certificate.



Last for the season was the **Dumfries club event**. The weather was looking ok for the Saturday and a write-off for the Sunday. 3 candidates were on the cards so it was looking good though 7 people turned up on the day. The candidates walked away with a Bronze Plus and 3 Silvers. In addition a dozen training and coaching flights were done by 3 further pilots who will aiming for Silver in 2018. As expected, Sunday was a washout with heavy rain from the outset.

**Landing was easy with the custom water braking system installed on the runway for the event.**





**Bronze Plus for Kenny  
in the morning . . .**



**... and Silver in the  
afternoon**



**Silver for club Chairman  
Colin Lee**



**And Silver for Derek  
Latimer**

# Training & Testing Feedback by Tom Laird

That is another year up as a Fixed Wing examiner, and once again it has been an enjoyable one. It is very satisfying to help pilots get through their tests and a lot of credit has to go to the Club Instructors who spend so much time helping novices. I do see some consistent areas that tend to soak up time at the events so hopefully the following will help for the forthcoming year.

**Speed.** At Bronze, Bronze Plus and Silver, pilots are often flying too fast, and the manoeuvres are too small. This combination means you as the pilot have much less time to correct things if they start to go wrong. Big and slow gives you much more time to react. And “yes” the model will fly slowly enough.

**Procedure Turns** at Bronze, Bronze Plus and Silver must go through 90 degrees on the first section. Not 80 degrees, not 100 degrees – it must be 90 or you will end up flying at an angle as you approach your Circle or Figure-8 and that is something you just cannot hide.

**Figure-8.** Pilots often overshoot the centre on the Fig-8. Try flying the manoeuvre in reverse and see where you hit straight flight. That is where you need to start your turn into the Figure.

Ditto for the **Half Cuban**. Fly it in reverse and make a note of where you hit level flight. Again, that is where to start the climb and it is probably further out than you might think. Give yourself about 3 seconds of straight and level flight before the loops. The half-roll should be half way down the 45 degree leg and not as you come off the top. This soaks up time on the day to correct.

**Loops** are supposed to be the same size. How do you achieve that? I generally do a count through the 1<sup>st</sup> 90 degrees then I know where the model should be for the 180 and 270 degree parts of the loop. It will differ depending on the model but 4 to 5 seconds a quarter is a good aiming point to start with. This will also work with the circle at Bronze level.

Since the **Bunt** is supposed to be the same size as the loop, you can use the same 4-5 second count. When learning this one I recommend starting from inverted flight at the bottom and pushing up. When starting from the top go very high so that if you pull at the half way point you have enough height to miss the ground. Some practice on the simulator is a good starting point so you know what to expect.

**Rolls!!** EVERYBODY has problems with the rolls. Silver is about safety and about you proving you can control the model. Sorry, but lifting the nose on entry to compensate for the following height loss when inverted is not proving you can control the model. I would get one of the better pilots in your club so make sure the model is trimmed properly, and to make sure it will roll properly



as you may well be chasing rainbows with a badly set up model. Again, slow is good and positioning is king and don't have any hesitations in the middle. It is a single manoeuvre of 2 rolls, not 2 individual rolls with a gap in the middle.

On the subject of **trimming**, the model should fly straight and level if you go hands-off. A 10 degree dive to mother earth, or a roll to the left or right is not straight and level flight and means you spend your brain energy on the wrong thing. I don't mind trimming it on the day, but you have wasted so much time flying a badly set up model.

**Stall Turns** – don't let the model veer left or right in the verticals in a cross-wind. If the wind is straight down the runway when you are practicing you can simulate a crosswind by doing stall turns directly in front of yourself and about 150 metres out. Most models will require a high rudder rate to stall properly so you either have to get used to switching to high rate rudder, or better still, set up a Stick Position Switch to give you more rudder throw when you are at zero throttle and full rudder stick deflection. You should come out of the Stall Turn at the same height you entered and too many pilots don't let the model drop far enough before pulling level.

The same goes for **Spins**. You should exit the spin on the bottom line and not half way up.

**The Overshoot** is not a low level / high speed pass down the runway :) You should be at a height, speed and glide slope from which you can land. Remember to call "Landing" and then "Overshoot" at the appropriated points.

At Bronze too many pilots have not practiced their **Simulated Dead Stick**, and a strange site under the pressure of a test day is probably not the best time to start. Lots of time to be saved here.

I am a real advocate of **Flight Modes**. 1 switch with 3 positions beats individual rudder, aileron and elevator switches each with 2 to 3 positions which is too many possible combinations for my poor brain. Having the model set up with the correct throws for different manoeuvres makes life a lot easier.

Finally, it is not an aerobatic competition. We are not judging the quality of the manoeuvres but we are looking at how well you can position the model and control it especially in a windy day. It is also worth flying with a caller rather than trying to remember all the moves. Life is hard enough on test day.

To copy in an answer to a question recently asked on Facebook, yes you can sit Bronze, Bronze Plus and Silver on the same day.

I hope this helps you for 2018 and if you need any help please don't hesitate to get in touch.

# BALBEDIE CLUB “SPLASH IN” LOCH LEVEN

**19/20<sup>TH</sup> AUGUST 2017 by CD COLIN MACLEAN**

Balbedie Club held its annual “splash in” at Loch Leven on the above dates. The weekend turned out to be one of dismay on the Saturday due to the high winds and rough water but I decided to give it a go with the Macchi M33 which handled very well in the wind. We all knew because of the weather there would not be anyone coming, so we stayed until about midday with the visitors and wished them farewell until the morning.

Sunday was a different day altogether, sunshine light wind and a calm Loch. The waterplane fliers started to arrive very quickly and the transmitter control was kept very busy booking everyone in.

After the briefing everyone was getting ready to fly and still more fliers were coming in and by the end of the day we had 30 fliers which was absolutely fantastic. Some of the fliers and their models:

Alloa Club: Lawson and Ian: North Star, which sadly broke it's tail and a foamy

Balbedie Club: Colin flying the Sopwith Schneider, Macchi M33, Willy: Electric Catalina, John: Red Schneider and Dave/Kelvin: foam North Star and Dave with his large valiant plane on edo floats.

Cumbernauld Club: George, Dougie, Sandy, Scott, Jim, Alastair, Steven, Roger flying their carvers and foam looking north stars along with three of Jim Joiners twin Vikings which were flown in formation by Alastair, George, and Scott. The pilots put on a very good show, well done.

Forfar Club: Rick had 2 of his sea dancers and his puddle jumper

Glenrothes: Alex flying the Cub and Jerry flying the Beaver, Jeremy flying the Macchi M33

Falkirk Club: Maitland, Big Catalina

Ullswater Club: Andrew I think he had a Cub.

Aviemore Club: Ian with his Cub

Montrose Club: Graham with his little Cub

I am sorry if I have missed anyone (it is an age thing) also there were visitors



from clubs who were not flying who came and enjoyed the day.

Many thanks to Balbedie Committee and some of the members: John/ Jock using their vans to transport all the equipment down to the loch and Harry organising the site and doing the raf-

file, Gordon, Roy and Bill helping to erect the safety barriers and taking them down at the end of the event. Not forgetting Captain Jock for managing the boat for most of the weekend.

Many thanks to all the fliers who came to Loch Leven you all made it a great day. If you go onto the Balbedie website and there are photo's under Loch Leven 2017.



# Loch Insh





**More photographs by Bob Johnstone**



## **Event reports by George Mungall**

### **Loch Insh Sep 9/10 2017**

Despite the not so good weather forecast we headed up to Kincaig on the Friday, it's always good to have a wander around the cosmopolitan town of Aviemore, every other person has a different foreign accent, a quick trip into the Old fashioned sweet shop where you can relive your childhood with all different types of sweets on offer, from Spicy Potatoes to Flying Saucers with reasonable prices unless you happen to have Five grandchildren, then a pop down to the Water Sports Centre at Kincaig for an al fresco coffee or something else and watch the many wind surfers in action.

Could not believe the conditions on the Saturday, warm sunshine and almost flat calm conditions on the water, a flyer's dream day and the ladies were happy to sit around the place chatting as they do. I think from memory that about thirteen flyers booked in to transmitter control and soaked up the lovely conditions. Having made the journey to Loch Insh too many times to recall it is one place that often has a micro climate all of its own but despite telling people this the forecast stills makes them think twice about the journey, perhaps the flying contingent are getting older, I don't know!



Some of the flyers stayed at Dalraddy Caravan Park and much laughter could be heard from the evening Barbeque attended by Bob and Eileen Nellies (not forgetting Millie) and Jeff and Carol Simpson.

Sunday was meant to be poor so fewer people turned out but once again we had a great day up until about mid afternoon when rain threatened to come in across the Loch. Everyone had a great weekend.

### **Ullswater September 23/24th 2017**

A similar story to Loch Insh with weather nothing like the forecast, Twenty Flyers booked in for the weekend despite the gloomy forecast, this event is be-

coming more and more popular and people are travelling from further afield as they have heard and read good things about the site in the flying journals. The Lake District is a beautiful area and many flyers are accompanied by their wives, girlfriends or both who can while away the time enjoying the ambience, walking dogs, visiting the local shops and eateries, or watching the flyers! They always come back so must be enjoying themselves. Ullswater has been so successful this year they are allocating an extra event over the weekend of October 21/22. It is ideal if you have a caravan or motorhome as there are an abundance of campsites, if you have a motorhome you can stay on the bank of the Lake with wonderful views but do not worry if you have neither caravan or motorhome as there are plenty of places to stay, it's only 20 minutes drive past Carlisle so equally can be a day trip from Scotland.

### **Kilbirnie September 30th, October 1st 2017**

For those that set off on Saturday morning leaving brilliant blue skies in the East and Central belt it came as quite a surprise to be met with heavy back clouds and a deluge of rain as you passed Glasgow Airport, I have spoken to some who took the decision to head home at this stage as they did not envisage



that the event would have gone ahead. As you approached Beith you had to drive slowly to get through the flood water, another reason for the faint hearted to turn back. For those hardy souls that marched on they were met with dry conditions at the water's edge and light winds all day, who would have thought that, as I pen this there appears to be a theme running through the water events, Do Not Listen to the weather forecasters, take a chance and travel, the organisers who take the time to set up will always be pleased to see you, you meet like minded people for a natter and catch up, who knows you may even get a flight!

Fantastic way to end the SAA waterplane season.

I received a call from Gus Cameron who owns part of the beach and the car park at Loch Earn and he informed me that he now has control of the area that was leased and asked me if the waterplane fliers would like to come back to the Loch. He said that it would be great to have us back and also the villagers would like to see us back on the Loch. Gus always promised me that as soon as the tenant released his agreement he would phone me, and he did.

I contacted all the waterplane fliers to see how they felt about it and they were all in agreement to cancel Loch Tay (which was booked for the above dates) and go to Loch Earn.

I arrived Saturday morning with the boat and safety gear in tow to find about 10 caravans parked up either in the field or the car park. Some of the old faithful had arrived from Yorkshire and Cumbria, also the lads from Moray and Inverness area.

During the morning the fliers started to arrive and the weather was fine and the loch very smooth, as the day went on there was plenty of flying. Whilst this was happening the ladies with the children started collecting fire wood ready for a bonfire in the evening. Caroline, Eileen, Pat and Shirley got the food ready for the Bar-B-Que. Later on we all sat around eating and then sat around the bonfire until late on.

Sunday morning more and more fliers were arriving all happy to be a loch earn again. There was approx 35 fliers 60 models on site on Sunday. There are lots of Photo's on facebook that can be seen.

Before when we were at Loch Earn we always gave £50 towards the childrens Christmas party, this weekend Bob Johnstone held a raffle and made £51 which he added towards the children's Christmas party along with the SAA donation of £50 which totalled £101. This was presented to Gus and his wife Ollie who run the Christmas party.

The waterplane fliers have been received very positively by the village of Loch Earn and hopefully we can build on that.

I have spoken to Gus about making Loch Earn the SAA waterplane venue, he is in agreement with this and hopefully next year we can make the place our own within reason.

Thanks to everyone for the work you have put into it to make it a very enjoyable weekend not just for ourselves but all our visitors who travel very far to the event. Colin.





**A well enjoyed and appreciated return to Lochearnhead in October.**  
**Pictures by Alastair Nicol**



# Montrose Summer Fly-in

by Graham M McIntosh

The annual summer fly-in of Montrose Model Aero Club, held at the Broomfield site on the traditional last weekend in July, was again attended by modellers from all over Scotland.

Weather over the weekend was the usual for this summer with some high winds but the rain kept off, and lots of flying was done.

Again this year we had a visit from a 1 to 1 scale aircraft, this time Roy's helicopter, which he generously gave joyrides in.

Thanks to all the members from other clubs who came and had fun, to our club members for the work in setting up and taking down, and for running the barby.

Thanks are due again to Angus Council for letting us hire the entire playing fields over the weekend, and Roselea Junior FC for the use of their facilities.

We like to see members of other clubs come and fly outwith event days, and if you intend to visit why not contact the Club. Local members will keep you right on our rules and safety etc. when you are here, remembering that the Club flies on a public park. Although our flying site is Council approved, people don't always pay attention to flying models. If you visit ensure that the area is clear before taking off and landing, and keep other pilots informed. Two runways at 90 degrees to each other are used, depending on wind direction. Although most models are on 2.4 now, the Club still has a pegboard system for 35 Mhz and 27 Mhz if needed. Please provide proof of insurance if asked. As usual, all this should be common sense to any model flier. Happy Landings!

[https://www.facebook.com/pg/MMAC1944/photos/?tab=album&album\\_id=1678689358829600](https://www.facebook.com/pg/MMAC1944/photos/?tab=album&album_id=1678689358829600)

<https://www.facebook.com/MMAC1944/posts/1614596025238934>

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

# Jet World Masters 2017

Click pix for videos:



**Walter Gähwiler Swiss Jet Scale Team, winner in class 13,5 kg Jet World Masters 2017 in Jämijärvi.**

**Vitaly Robertus' Mig 29, winner in the 20kg class**





A couple of other links for you:

[https://www.youtube.com/watch?v=SX8e5\\_WVVBQ](https://www.youtube.com/watch?v=SX8e5_WVVBQ)

<https://www.youtube.com/watch?v=zsstt-3NwYO4>



Heiko Gärtner, Team Germany with his F-16 Falcon. This beautiful jet reached 5th place in the static ranking. Heiko flew his jet very well even in strong winds and landed finally on the excellent 12th rank in the 20.00 kg class.

Below: Austrian Team SAAB Draken



## Scottish Model Shops: Report from Tom Love:

I was in Inverness last week on holiday and I made a point of visiting the Victoria Arcade to have chat. The original owner developed cancer and recently passed on. The shop was taken over by a then employee but it subsequently closed last year. The number in Airtime rings out unobtainable.

Ever had trouble getting a long enough drill? Take a length of Sullivan outer, heat it and push the drill in. This of course only works for a couple of sizes: one for the red outer and one for the blue outer.



## Cyno Holder

I don't know about you, but I don't really like a bottle of superglue rolling around in my flight box, so here you go:

1. Find an old servo box
2. Cut slot in side wall to suit the bottle's nozzle
3. Attach servo box to side of flight box with double sided tape, Velcro or epoxy.





## SCOTTISH BRANCH

**Rolls-Royce plc Inchinnan Business Park, Inchinnan, Renfrewshire PA4 9AF**

I am pleased to bring you the programme of events for September 2017 to May 2018. I hope you will continue to give your support to the speakers.

The venue will be The Lewis Conference Room at Inchinnan with a start time of 5pm. Tea and coffee available on arrival from 4.30pm onwards. Please meet at our Display Area.

### 2017

Thursday 7 <sup>th</sup> September	Tom Pickering – Operations Director Ineos Shale “Shale Gas Development in the context of the UK”
Thursday 5 <sup>th</sup> October	Barry Stone – Director of Technical Strategy Loganair – “Flying Solo” – Loganair enters a New Era – separating from Franchise partner FlyBe & going it alone.
Thursday 2 <sup>nd</sup> November	Professor Andrew Heyes, Head of Department of Mechanical & Aerospace Engineering – University of Strathclyde – “The Aircraft of the Future”
Thursday 7 <sup>th</sup> December	Jock Heron - “The RAF Harrier in <u>The</u> Cold War”

### 2018

No January meeting

\*\*\*\*\*

Thursday 1 <sup>st</sup> February	RRHT Member John Ferguson – “Air Aces of WW1 – featuring British, German, French and USA Airmen
Thursday 1 <sup>st</sup> March	Brendan Bocker/RRHT member Chris Cowpe – “35 years Flying for British Airways and its Predecessor.”
Thursday 5 <sup>th</sup> April	<b>Scottish Branch AGM</b>
Thursday 3 <sup>rd</sup> May	John Harris – Rudolf Hess Flight 1941 – New Technical Analysis

We look forward to the forthcoming season and hope to welcome you along to the meetings. We would be delighted if you would like to bring along a guest(s) but please contact the Secretary in advance to advise [Email: jenni.thomson@hotmail.com](mailto:jenni.thomson@hotmail.com) or [Tele: 01698 884264](tel:01698884264)

**[Janice Thomson – Secretary & Treasurer](#)**



# Cumbernauld Scale Day. Pictures by Bob Johnstone.

Bill Brown takes 1st place.



# Throttle Needle Hole by Terry Wiles,

Harrisburg, South Dakota, posted on the AJ Aircraft Owners Club Facebook page: <https://www.facebook.com/groups/310373522457941/?fref=nf>

Public service announcement for anyone assembling a new aircraft. DONT forget the needle adjustment hole!!! We've all done it.....get to the field on maiden day, engine needs some tuning.... awe nutz!

Well now that you've been reminded, here is a little tip. Use a laser pointer to locate the hole on the cowl so you can get it in the correct spot but also keep it as small as possible. I use a laser on a tripod but this can literally be as low

tech as a dollar store laser pointer zip tied to a stick in the ground.



With the cowl off, get the laser pointed at the needles so it's clear of the mufflers etc. Then carefully (without moving the plane) install the cowl. Mark it with a sharpie, and then it's a good idea to remove the cowl and make sure you didn't move the plane. Drill the

hole and voila. The most perfect needle access hole at the field!!!

PLUS you won't be "that guy" hacking up his cowl at the field.....again.

And from David McCormick, currently President of The Falling Water Radio Control Flying Club, Tennessee Valley <http://www.fwrcfc.com/> :

Hey Guys, I have a little tip, too. (You'd expect this from an "electronics guy!") Use can also use a soldering iron to pierce the cowling cleanly, and without cracking the paint. If it's adjustable, turn it all the way up, and melt the hole instead of drilling it. I've never found a cowling this trick didn't work well on.



# IMAC Round up

I was on holiday at the time of the Rhyl comp but the Scottish pilots who travelled down did well. Alistair Bell, Justin Meadows, Dan Gallo, Malcolm and Steve all made the trip down making 5 scots out of the 12. The following comp at Clitheroe was cancelled due to a waterlogged car park / camping area so next up was the Nats with Dan Gallo from the Angus club taking top spot in Freestyle.

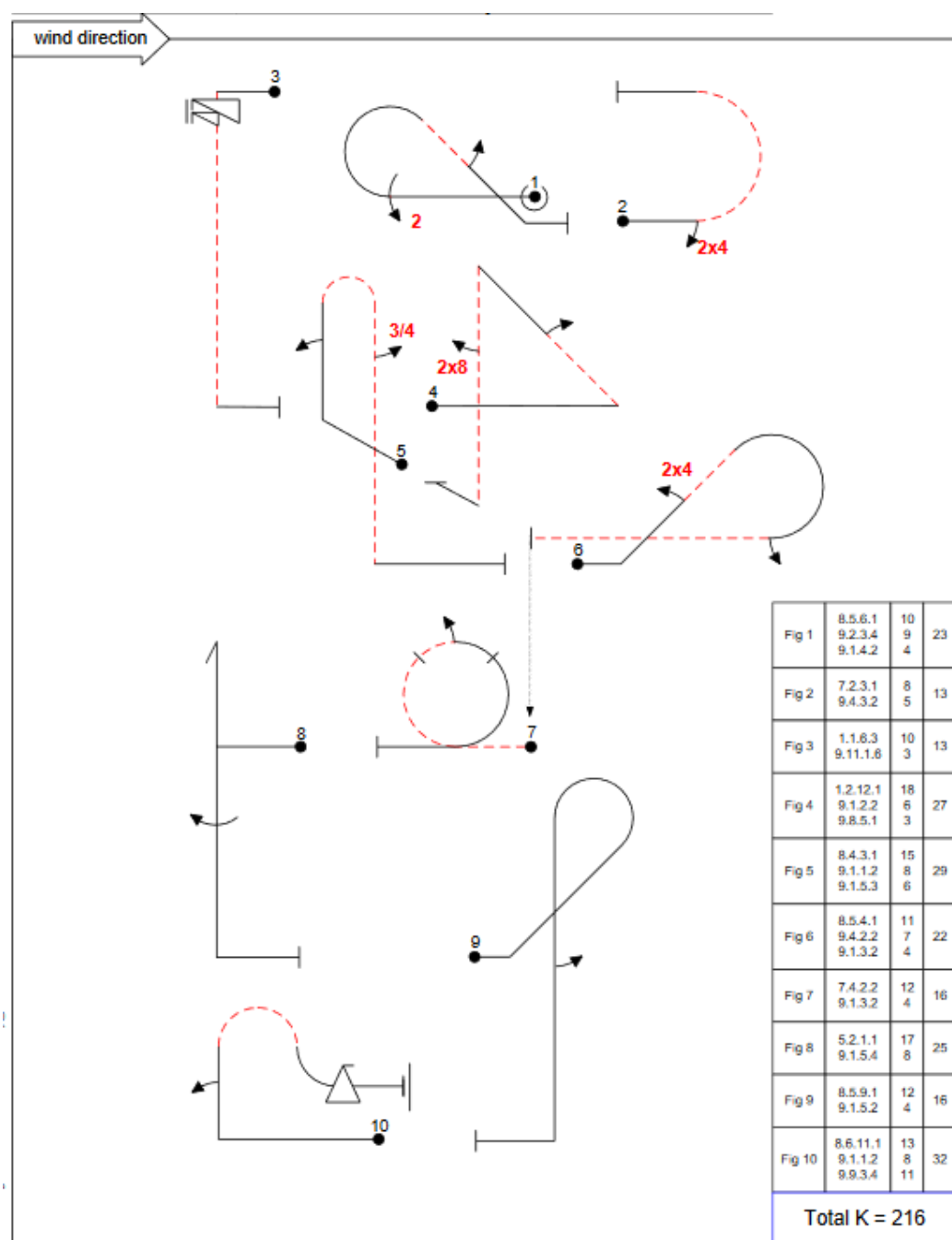
**Dan takes top spot in Freestyle**



**Angus club members at the Nats**



# IMAC entry-level "Sportsman" schedule for 2018



# Glenluce Fly-in 2017 by Ally Young

We had an excellent day today at our fly in. The weather was the best it has been in ages with a light northerly breeze straight down the runway. It wasn't too cold and the rain held off apart from the odd spit later in the afternoon.

We had a good turn out from local clubs with people also travelling from Ayr and West Calder.

There was a decent mix of club models, petrol aerobats and jets. The flying was to a high standard with good jet and aerobatic / 3D flying and displays. Simon McNeil was enjoying his day with great flights of his H9 Extras , 111 size and 60 size electric. Simon also flew his Eurosport several times with some great flights and on the money landings.

Richard Copeland gave his AD Phoenix an airing and it was soon tearing up the sky.

Murray Young flew his 50cc Pilot Extra 260 whilst dad flew his Pilot 107 Edge.





Tom Laird flew his H9 Extra 300 ZDZ 90 powered and a lovely composite F3A machine. James Stewart from Ayr flew a YS powered Angel's Shadow. There were several glow and electric powered club models also with John Shanks from Ayr doing his SAA bronze test successfully.

As is now traditional, we stopped for bacon rolls and tea and coffee mid-morning. That always goes down well! Thanks to Murray and Richard for cooking and keeping everyone well catered for







Simon doing some low-level flying at the Glenluce fly-in

3D Graham at the Falkirk club maidening his Pilot Extra:



# **ADS** + **ABERDEEN & DISTRICT SOARERS**

## **NEW INDOOR FLYING SEASON 2017 – 18**

**Oct 8 & 22**

**Jan 7 & 21**

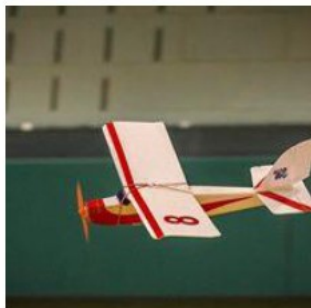
**Nov 5 & 19**

**Feb 11 & 25**

**Dec 3 & 17**

**Mar 4 & 18**

**3pm to 5pm**



*To be held at:*

*Jesmond Centre, Jesmond Drive, Bridge of Don, Aberdeen  
AB22 8UR*

*Fixed wing and rotary wing*

*All welcome, £5 to fly per session*

*See you there!*

*Contact Chris Harper on 07786 428 735 for more details*

# Aircraft Carrier Intrepid

<https://www.intrepidmuseum.org/AircraftCarrierIntrepid>

Launched in 1943, the aircraft carrier *Intrepid* fought in World War II, surviving five kamikaze attacks and one torpedo strike. The ship later served in the Cold War and the Vietnam War. *Intrepid* also served as a NASA recovery vessel in the 1960s.

More than 50,000 men served on board *Intrepid* during the ship's time in service, and more than 270 men made the ultimate sacrifice.

*Intrepid* was decommissioned in 1974. Today, *Intrepid* is berthed on the Hudson River as the centre-piece of the Intrepid Sea, Air & Space Museum.

The museum also includes a space shuttle pavilion, the submarine “Growler” and surprisingly, the British Airways Concorde.

Photographs by Don Imrie

## Grumman (F9F-8) AF-9J Cougar 1954







**Above: McDonnell F-4N Phantom 1960**

**Below: Bae / McDonnell Douglas AV-8C Harrier 1969**

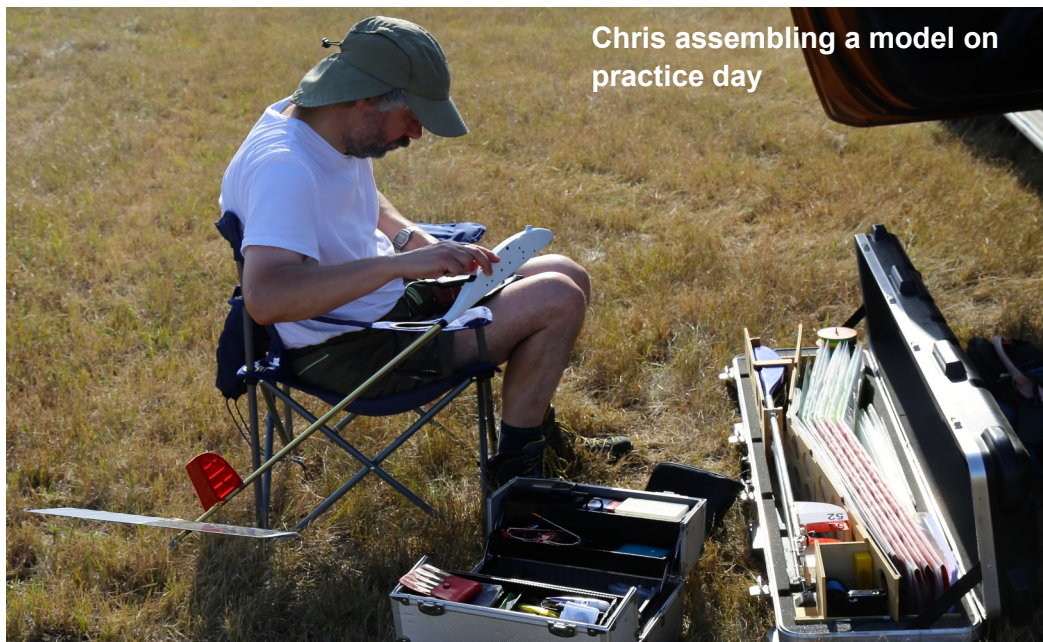


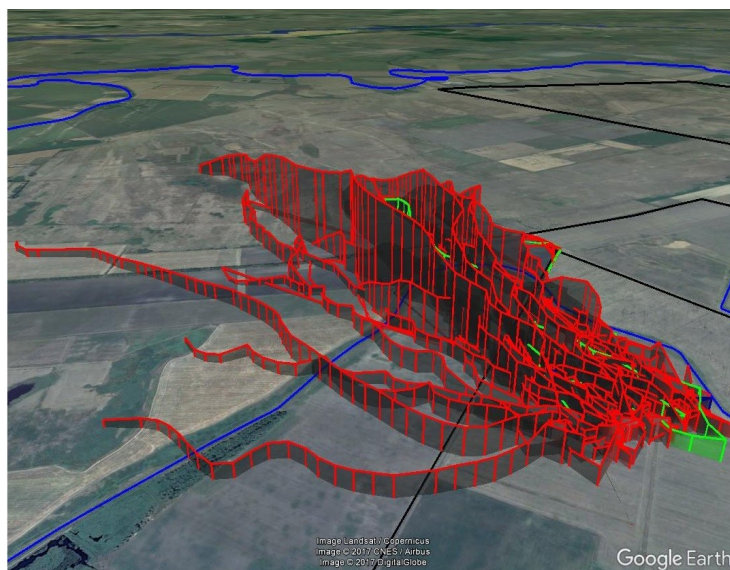


# FreeFlight World Championship, Hungary

More pictures here: <https://kerteszgaborf1q.wordpress.com/2017/08/13/free-flight-world-championships-2017-hungary/>

In September, Chris Edge travelled to Hungary to take part in the Free-Flight World Championships. This is a very well attended event with over 200 competitors over 7 classes and 42 countries.





Many models now have a GPS system on board and any appropriate receiver will record all the transmitted flight data. You can plot all these on Google Earth with a pseudo-3D height extrusion. This plot is of the F1A (glider) day and my flights are in there amongst all the others. The canal is the blue line many of the flights pass over.



**'The Agony'. Yury Shvedenkov (Canada) DT'd his best F1C (power) model in the canal that surrounded the flying area just before the start of the contest**







**Polo Shirt**  
s, m, l, xl, xxl  
£15.00

**Blue  
Baseball  
Cap**  
£5.00



**Woollen Hat**  
£5.00



**Sweat Shirt**  
s, m, l, xl, xxxl  
£16.00

**T Shirt**  
£5.00



**Fleece  
2 Tone**  
s, m, l, xl, xxxl  
£25.00  
**Plain**  
£20.00

[weargear@saa.co.uk](mailto:weargear@saa.co.uk)

[weargear@saa.co.uk](mailto:weargear@saa.co.uk)



**Brown or Navy  
Tie** £5.00



**Key  
Ring**  
£1.00

**Achievement Badges:  
Bronze, Silver and Gold  
Badges**  
£3.00  
*(free with Pass Certificate)*

**SAA**  
**Osprey Kit:** £ 1.50  
**Decal Sheets:** £3.00  
**Large Cap Badge:**  
£5.00  
**Small Cap Badge:**  
£3.00  
**Car Sticker:** £1.00

**To order contact** **Lesley Nicol**  
**19 Mitchell Walk**  
**Rosyth**  
**KY11 2QR**  
**Email:**



**Tel:**  
**01383411149**

**[weargear@saa.co.uk](mailto:weargear@saa.co.uk)**