



Airtime

Winter 2018



Inside:

- SAA Web Site Update
- Scale and Heli Nationals
- Fly-in Reports
- New Jet Builder's Kit

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





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Front Cover Picture: Dan Gallo's
Pilot Edge seen here at Glenluce.

Chairtime

Well here we are at the end of another year and what an eventful year it has been, where we have had to deal with two of the most demanding changes for the association namely the changes from the Data Protection Act to the General Data Protection Regulation, and the changes to the ANO by the DfT and CAA. There are still the ongoing discussions with the DfT and CAA, as well as trying to get clarity on how EASA will want their rules implementing and their impact on the ANO. Furthermore, at this point we have no idea how Brexit will impact on the rules we will have to work under, as we may or may not be under the EASA rules, depending on the way the Brexit deal goes.

Part of this situation is the requirement for the association to become an Ltd company to protect all the members and council alike. If the changes being put forward by the CAA DfT and EASA are carried then the four associations recognised by the DfT and the CAA (the SAA, LMA, BMFA and FPVUK) will have to become the operators for all model flying in the UK. We as the SAA Council would then be responsible for the actions of remote pilots as we would be known, from Dumfries to Dingwall and all points in between. This situation would be impossible for us to manage, and the only protection we can get is to make the association an Ltd company by guarantee, where our liability will be £1.

There will have to be a vote on this at the AGM and it is from this vote that the future of the Association will be planned. Without a positive vote it is unlikely there will be anyone wishing to fulfil council posts with no protection.

Please remember that it is by being a part of our association that gives you the legal right to fly higher than 400 feet. And should you know anyone who is not a member of one of the four associations, you should remind them that if they fly higher than this they are breaking the law. This is only part of the work done on your behalf by the members by the council.

I would at this time like to thank two of our longest standing members and ex council members and chairman, as these two gentlemen have done a sterling job for the Association on the board of guardians. It is with great respect and a great deal of gratitude, I am happy to announce the retirement of Douglas Dickie and Peter McKenna from their roles as guardians. Both deserve some time to go and do some aeromodelling.

On another note I have been in the unfortunate position of witnessing two mature aeromodellers become very ill and unfortunately both passed away. One happened at the LMA show at Elvington, and the other was very close to home. One of the members of my own club took very ill very quickly at our field. We managed to give first aid until four paramedics arrived who worked on



him till they stabilised him enough to get him to hospital, but unfortunately at the hospital they couldn't resuscitate him and he passed away. Being involved with the first aid and the after effects, it has really woken me up to the fact that we don't really do enough to train people for these events. I have heard people remark in the past that we as an association do not seem to do anything for our clubs, so I am proposing at the AGM that we should look at the cost of providing defibrillators to clubs who can safely house them. I know this will seem to be not being fair to clubs who have no buildings, but we need secure storage. It was also suggested that if nothing else we should have 2-3 to be available at our events

and competitions. We also could be doing better by trying to arrange CPR classes called [Heartstart for Clubs](#), even if only 3 or 4 from each club go to a central point to take part. This would be a voluntary thing but as I see the age groups in clubs getting higher and higher I believe we need to embrace this.

As we head to the AGM we will need some posts filled, like the Waterplanes CD. We need to pass on our thanks to Colin for all his hard work over the years as without him and all the events he has organised there would not be the waterplane community we have today, so I would like to ask if one of that community can come forward to take over and maintain your community as Colin would.

We will also be looking for a new PRO/Youth Development Officer on the retirement of Les Madden, so if there are any potential PRO people out there we need to your help. Our hobby needs to show the world out there what a great hobby we have, and all the benefits it can bring. I would also like to thank Les for his time on the council, and his PA operation and supplying the equipment for our AGM'S.

I will be putting myself up for election as Chairman at the upcoming AGM but for the period of one year only to complete the discussions with the DfT, CAA and EASA on the changes to the ANO which should be completely ratified by the end of next year. After this I will retire as I believe 6 years of council duty is more than enough for anyone.

I wish you all well for the coming year and I hope we have successful year of flying ahead of us.

Yours Jim McGlynn. Acting Chairman

SAA Web Site Update

Firstly a big “thank you” to Stewart Smith for looking after the web site for many years and for the work he did to make it more mobile and tablet friendly. The new man at the helm is Jeff Bailey so please take a look at the revamped site and see what you think. Of interest to many will be the new [“Events”](#) page where events can be viewed in calendar form or in list form by selecting “Agenda” at the top. Events can be sent to your own Google calendar. Please send your events to Jeff and lets see if we can cut down on the duplication on certain weekends 2019.

SAA
 Today ◀ ▶ **September 2018** ▼
Print
Week
Month
Agenda ▼

Mon	Tue	Wed	Thu	Fri	Sat	Sun
27	28	29	30	31	Sep 1	2
						Blackridge Fly Mill Dam Wat Test & Trainir
3	4	5	6	7	8	9
						F3A Triple Crown - East Fortune, Aviemore Waterplane Event Macrihanish Fun Fly T&T Hamilton Radio Modellir Clyde valley
			13	14	15	16
			20	21	22	23
					F3a Scottish Glenluce Fly	
			27	28	29	30
					Kilbirnie Waterplane Event	

Today ◀ ▶ **Sunday, September 2** ▼

Sunday, September 2
 Blackridge Fly-in
 Mill Dam Waterplane Event
 Test & Training Day Bonchester Club

Friday, September 7
 F3A Triple Crown

Saturday, September 8
 F3A Triple Crown
 Aviemore Waterplane Event
 Macrihanish Fun Fly
 T&T Hamilton Radio Modelling Club

Sunday, September 9
 F3A Triple Crown
 Aviemore Waterplane Event

Scottish Scale Nationals by Don Imrie

Glenrothes Club Field 4th & 5th August 2018

This year, it was decided to revert Class 111 back to the original rules devised by the late Ron Fraser rather than just another aerobatic schedule which, up to a point, is exactly what a Scale schedule is. Since I had suggested this to Dick Marsden it was only fair to volunteer to run the event, so this is a combined Flying Scale and Class 111 report.

We had tested the waters very successfully by holding a trial at the Glenrothes Club Scale Day inviting along Dundee, Balbedie and Kinross Clubs being our near neighbours.

However, despite all the publicity, encouragement in Airtime, the successful trial and the knowledge that there are probably at least as many Scale models out there as any other type, the entries just did not materialise at our Scottish National Championships. I had five in C111 and Dick had three in Flying Scale and it begs the question - What on earth do we have to do to get more entries? It simply isn't worth the effort involved to organise an event for low entry numbers like these.

Leaving all that aside for the moment, the atmosphere was terrific. We certainly seem to have turned the corner on that. Gone are the days of clumps of pilots all tearing the other entrants models apart (metaphorically speaking) moaning about lack of rivets, panel lines and other faults and all in earshot of the judges.

Jock Heggie had his transmitter go down on him and was given the loan of another one to allow him to fly in the event - a perfect example of the camaraderie.

It was good to see Jim Campbell coming all the way from the other side of the country with his Fly Baby and very good to see Charlie Galloway with that lovely big Cub just for entering (GAC joke!) We easily got three rounds in and in Flying Scale, the results were pretty close with Duncan Gray's Edge 540 taking the win with 2444, Dick Marsden's Beaufighter on 2319 and Jock after reprogramming the 'new' transmitter taking 2121 points with his P51D.

In Class III, Alan Gibson's Taylorcraft must be one of the better looking designs. It is the epitome of "If it looks right, it'll fly right" and he certainly flew it right to win the event. Second was Alex Mackie with his Cessna Aerobat suitably demonstrated. The full size is very aerobatic so Alex had to earn his second place just ahead of Lawson Fargie (Alloa) in third with his Stearman Kaydet.

I must mention the condition of the field at Glenrothes. Absolutely perfect! Well done to the team and on behalf of the entrants – thank you.

Please - can we just have more entries guys?



Top Left: Alan Gibson after winning the first 'original' Class 111 event at the Scottish Nationals with the fabulous Taylorcraft.

Centre Left: Dick Marsden's Beaufighter. Bottom Left: Dick's Phantom

Above Right: Duncan Gray receiving the Flying Scale award from Lesley Nicol

Bottom Right: Alan Gibson with the Class 111 winner's shield

Training & Testing by Tom Laird

I received a request from the Falkirk committee to run a T&T day for the club which took place on the 30th June and was very successful with lots of coaching flights and Bronze passes for Gordon McLaren and Davie Laurie. A second training day on the 11th August saw interest in Bronze Plus and Silver, and a Bronze pass for Davie Weir.



In June I was at the new Dumfries club where Allan Turner passed his Bronze.



And from Kenny at the Glasgow Barnstormers: Here is Callum Dipalo, our youngest pilot from Kirky Barnstormers, and also a member at Cumbernauld. Callum is 11 years old and started learning to fly along with his Grandad (John Shovlin) who also passed his bronze a while back. We are so proud of how he has progressed, and will not be surprised if a silver is not forthcoming in his teens.



Of the main T&T weekends, the weather was the winner for the West Calder event which was cancelled due to the horrendous forecast. The Hamilton weekend did go ahead in some pretty horrible weather, and resulted in a silver pass for Richard Stanley and plenty of silver coaching for 3 others.

And Bonchester MFC T/T weekend by Don Imrie

Over the past few years, I have made a lot of new friends at the Bonchester club near Hawick. The members were aware that I was an examiner as they had seen me testing cadets during our annual camp at Galashiels Squadron and approached me to see if I was available. So after obtaining clearance from Bill Grimsley the SAA Safety Officer (thus preventing guys choosing who tests them or where) we settled on the weekend of 1st & 2nd September.

We were joined by some of the pilots who wanted to sit tests at West Calder club but had their day postponed due to inclement weather a few weeks before. I guess Bill had put it on the SAA website and the word got around.

Bonchester club was making a positive step to raise standards and all in all it

was a great success with eight Bronze and a Bronze Plus passes.

Ian G, Clem, Ernie, Ian H and Tim from the Bonchester club all passed their Bronze tests with Ian G going on to take his Bronze Plus.

Eric, Khalid and Colin all took Bronze and very interestingly, Eric passed his test using a Waterhouse & Eley Super Fly - hands up all those (of a certain age) who remembers those. The photo shows said model and a few of the guys.



Sincere thanks to Mr. and Mrs. Parkes for inviting me to stay with them in their lovely home during my visit.

From the Editor:

As we come to the end of the 2018 editions of "Airtime" I would like to thank all the contributors and photographers who help to make this magazine an interesting and varied read. Please keep both the articles and photographs coming (even if via Facebook) and I look forward to lots of coverage from the indoor flying over the winter.

Freeflight by Jim Arnott

Scottish Free Flight Nationals.

The weather on Saturday 23rd June was very good apart from the direction of the wind which made the trees at Weston an on-going risk throughout the day. Although the 12 mph wind was veering around, it was mostly from West-North-west, which allowed models to drift to the south side of Weston. The contests were flown to a two minute max. The events on Saturday were F1a, all-in-Vintage, and a Slow Open/E36 Power contest. We flew from the rough ground to the west of the meadow.

There were four entries in F1a. The gusty wind and turbulence from the up-wind trees made towing difficult.

With flights of 1:47, 1:56, and a max, Chris Edge was the clear winner. David Hambley was in second place. He started with disappointing flights of 0:51 and 1:05, but closed with a fine max with his Sija. Bruce Duncan's second flight with his Sans Egal landed in the Weston trees at 1:29. It was in an unclimbable tree but Bruce was up and down the next tree several times until he managed to reach across with a pole and prod the Sans Egal out.

John Eland and Jim Arnott were then only entrants in the SLOP/E36 power contest. After John planted his model heavily, Jim only required a token flight. A smooth climb into gentle buoyant air with his Dixielander gave a nice max to take the DMAC Power Trophy.



The Vintage event was closely contested. Bruce Duncan had the only max on the first flights, when his Leprechaun soared away in buoyant air. Tommy McLaughlin's Horry Wakefield came down quickly for 1:33 after a good climb. Always innovative, Jim Arnott found a new way to foul up and saw his Sky Queen d/t early after a spritely climb in good air. Colin Miller had a 1:06 flight with his game little

Tommy McLaughlin retained the McManus Trophy

Gollywock. On the second flights, Tommy and Jim both maxed. Bruce was very unlucky in that the wind suddenly died away while he was towing his Lep-rechaun. There was no way that he could sprint across the rough moorland to get any altitude. It slipped off the line low down for a 41 sec flight. It was the only calm spell off the day! On the third flights Tommy, Jim and Bruce all had Max flights. Tommy finished with a 5:33 total, 25 secs ahead of Jim and 50 secs ahead of Bruce.



**Tommy's Horry
Wakefield climbing
away strongly**

The events on Sunday were BMFA Glider, BMFA Rubber, and a E36/BMFA Power combination. The forecast reduction in the wind speed did not transpire and we were faced with a 12 mph, gusty wind blowing directly at Weston Farm with its trees and horse enclosures. The max was set at 2 minutes, and by moving our launch points 200 yds. north or south, we hoped to stay clear of the farm. While most flights passed safely to the North of the wood, the direction of the wind was unpredictable and models were constantly at risk.

In the Power contest there were only two entries, with vastly different kit. While Allan Brown flew his large Trickstar powered by a powerful KSB40, Chris Edge flew his little 36" Joulebox E36 with which he won last year. It was Allan's turn to take the Flying Dutchman Trophy with two maxes and a 1:50. Chris was unable to mount a challenge as his first flight went into the trees and could not be found.

In BMFA Rubber competitor are limited to 50 gm of rubber to restrict performance. This did not stop Tommy McLaughlin, Bruce Duncan and Jim Arnott all getting three maxes and forcing a fly-off. There were some prodigious flights along the way in strong thermals. Notably Bruce and Jim's second flights which although d/t'ing around 2 mins they were so high that they took another three minutes to get down. Bruce's model landed near Westhall Cottage and Jim's model travelled 1.6 miles to land safely in a silage field. Jim's Screwtap model landed in the Weston trees on his third flight and vanished into their leafy canopies.

In BMFA Glider only David Hambley made a flight, to win the Ian Granger Trophy.

At one stage in the afternoon there were more people searching the woods around Weston farm than there were at the contest.

Abandoning his Screwtop in the woods, Jim prepared an Urchin with a 50gm motor and lined up at 5pm with Tommy and Bruce for the rubber fly-off. The fly-off would be decided with a 1min max plus the d/t descent time. Tommy was first away and climbing steadily. Although not high when it d/t'd, the motor still running slowed its descent to 22 secs. A little later Bruce launched, closely followed by Jim. Bruce's model power stalled losing most of its initial climb height. The model worked its way back into the thermal and it had gained good height by d/t time. The descent time was 36 secs. Jim's Urchin climbed away strongly in the patch of good air that Bruce had chosen and d/t'd from high for a 48 sec descent. Jim had won the Waulkmill Shield.

It had been an awkward Nationals with the wind strength and direction on both days. In the conditions it was difficult for fliers to fly in more than one event per day and on both Saturday and Sunday one of the events suffered from a lack of entrants. It makes me question whether, with our falling number of participants, it is still practical to hold a two day Scottish Nationals with three contests on each day.

We will roam the' wild woods over, and once more a-lumbering go

Neither Chris nor Jim found their models on Sunday. Both models were bleeping out clear "come and get me" signals but the signal was deflecting off the trees and it was very difficult to establish exactly where the source was. Jim kept coming back to two large leafy sycamore trees but could not see anything in their lush canopies.

When Colin learnt that two models were still missing, he offered to go down with his drone and take some pictures from overhead. Chris and Jim sent him Google Earth screenshots with their best guesses.

Colin did this on Saturday morning, and by lunchtime had sent this photo to Chris showing his model.



Jim's model could not be seen. It looked like the services of a tree surgeon might be required, but Chris and Jim arranged to attempt retrieval the following day. Jim went down early, to have another search for his Screwtop. The Bio-track bug was still chirping away good style and it kept leading him back to one large sycamore tree. He scanned this tree through binoculars from all angles, branch by branch. Eventually he caught a glimpse of a small section of red wing tip, high up and shrouded by leaves.

When Chris arrived, they concentrated on his model. It was 40 ft. up and at the limit of Jim's 13M perch rod. With one person on binoculars giving directions and the other on the pole, they managed to poke it about a bit, one way then another. Sometimes it was pushed out of sight that it had to be "found" again and it actually got pushed higher up the tree one stage. When they took off the top thin sections of the perch pole and taped three sections of Chris's pole to the bottom of it, they were able get a better push against the model. They had of course to make way for farm traffic and visitors coming and going to Weston, who much bemused by our antics and admired our perseverance as the hours past by. They of course had no knowledge of the time involved in building this little model or the expensive hardware incorporated in it. The radio d/t system alone was worth the effort. The arm and neck muscles started to complain. Some three hours into the retrieve, they managed to get a decent connection with the model, up and outward, and it suddenly fell down to half height. From there it was a formality to get it to ground level. They rationalised the time taken by thinking of the many fishermen who spend a day by a lake without getting a catch!

Another look at Jim's model persuaded them that it should wait for another day. They did not need a lot of persuasion. The wind was onto that side of the tree and it was likely to stop the model getting pushed out. Jim was happy that he had located the Screwtop and it was now likely that he would get his prop assembly and Biotrack bug back, the rest of the model being considered dispensable.

A week later, on the Steel Trophy day, Jim had another look at the tree and found the Screwtop wing was now on the ground. The rest of the model must be around somewhere, but it could not be seen. Bruce, Tommy and Jim searched the surrounding area and scanned to canopy with binoculars. Bruce climbed up the tree and still there was no sign of it. Eventually, Bruce spotted it at half the height that it had been originally and at the other side of the tree! It was then prodded out quite easily. The Weston woods were now clear of model planes, and long may they remain so.

We will tell our wives of our hard times, and no more a-lumbering go.

Postscript – I left the button cell watch batteries in this Biotrack bug after it was retrieved, as it was chirping away merrily and I wondered how long it would last. It was four weeks and two days before it fell silent. Impressive, and it makes me less guilty about my penny pinching habit of not putting in fresh batteries for each outing.

The Steel Cup

The weather on Sunday 8th July had an uncomfortable familiarity to the Nat's weekend - an excellent flying day generally, but spoilt by a gusty wind from the west, directly at Weston Farm. We were unable to hold a normal contest and flying to the full maxes required in the BMFA area events was a non-starter. We had to have short maxes to be sure of staying out of the Weston trees and horse enclosures. The Steel Cup event was run with 1 minute maxes and accumulated the d/t descent times to decide the winner.

There were only three entries. Tommy McLaughlin flew a Prima F1b, Bruce Duncan flew his Sans Egal, and Jim Arnott flew his Superba F1a. Tommy's F1b was making the best of the turbulent conditions and had the best flight of the day to start with a 24 sec descent time. His second flight was also at a good height when it d/t'd for a 12 sec descent. Bruce and Jim were struggling towing their F1a's in the turbulence coming over the upwind trees and while getting their maxes, their model were descending in a few seconds.

Tommy needed a third flight of only 37 second to win. Was it a good time to try a different prop assembly on his model? A lack of climb and the model tossed around in turbulence to land at 34 seconds gave an emphatic answer to the question, and left Jim as the winner of the Steel Cup.

Civil Aviation Authority

In July the Civil Aviation Authority, issue a couple of documents after extensive discussions with the BMFA, SAA, LMA, and FPV UK. The first gives members of those associations, while acting as a remote pilot, permission to fly models (other than multi rotor drones) above the 400 ft. limit specified by the Air Navigation Order 2016. One of the qualification is that the remote pilot must maintain "unaided visual contact" with the model.

The second document relates to First Person View users and exempts them from that qualification but requires that they be assisted by a competent Observer who can maintain "unaided visual contact" with the model.

For Free Flight models this raises a number of questions. Can we be classed as a remote pilot if we have no control over our model? – well perhaps if you have a radio D/T system that could be used to avoid a collision. Also does the flight become "illegal" when you start using binoculars to watch it?

I am sure that there will be more debate forthcoming.

The Paisley Trophy 5th August

At last some respite from the Weston woods, the breeze for the Paisley Trophy was West Southwest and models could stay on the Burngrange side of the road. It was a dry and pleasant day but the wind speed was a little bit higher than forecast and models were travelling about 2/3rd of a mile on a 2:30 max flight. Despite launching from the bend in the road, quite a bit away from the upwind bank of trees there was considerable low level turbulence.



David Hambley gets his E36 Super Pearl away smartly in the Paisley Trophy Contest

The Paisley Trophy contest allows any model class to compete. Three entrants flew rubber models, and two flew power models. On the first flights, Tommy McLaughlin had the only max and his Urchin failed to D/T. It was lost out of sight after five minutes still well above the horizon.

The rest of the field had flights around 2 minute. On the second flights Jim Arnott and John Eland had maxes. After a long search, Tommy returned empty handed and flew his second Urchin. With its long slow climb it never got clear of the turbulence and it was down in 1:38.

John Eland was now leading by 15 seconds from Jim Arnott.

On the final flights, another max from John put him into an uncatchable lead, and he added victory in the Paisley Trophy to his Cranfield Trophy win.



John Eland is having a good season with his Ascender #18

F3a by Tom Laird

The CVF comp on the 14th July was certainly a challenge with 10—20 MPH winds coming in at 90 degrees to the runway. 8 hardy souls took part and it was great to see such great flying in very treacherous conditions. The runway and car parking area were in great condition and it was nice to see so many club members come along to see what was going on.



The August comp at the Angus club was unfortunately cancelled a few days beforehand, thanks to the same forecast which scuppered the West Calder T&T weekend. It was not possible to re-schedule the comp at Angus, but the Glenrothes club got in touch and the event was held on the 25th. We had a great turn out with 10 pilots and a large number of club members who came along to watch the fun. New competitor Tim Drysdale flew well with his Acro

Wot proving that you don't need anything too expensive to begin with.



Next up on the F3a calendar was the annual Triple Crown, a 4-way competition between Scotland, Ireland, England and a 4th combined team. This year it was hosted by



the East Fortune Aeromodellers club who graciously gave up their site for 3 days. <http://www.ef-aero.org.uk/>

Friday was practice day for which we had good weather with everyone getting 3 to 4 flights each in a relaxed atmosphere. Saturday kicked off with the Pilot's / Safety Briefing at 09:30 followed by Colin Elgey doing the judge's calibration flight thereafter. As per the plan we put in 2 full rounds on the Saturday. In the 1st round Scotland took the lead but Ireland pulled out the stops in round



Team Scotland: Malcolm Harris, Gary Eunson, Bill Allison (Chief Judge) Steve Burgess, Wolfgang Schiebel



2 to move into the lead with James Murphy getting the highest score of the round.

The Sunday was expected to be doom and gloom but the clouds broke and the 25mph wind died down and Malcolm led the way with 1st flight at 10 o'clock. However it was a brief lull and the wind picked up again to a level where we had to call a halt after round 3. Shortly after we stopped with wind meter hit 50mph!!



Following a break for lunch we had the prize-giving with SAA Chairman Jim McGlynn.

Ireland took 1st place with Scotland in 2nd and Scotland's Steve Burgess taking highest individual place closely followed by Ireland's James Murphy, 50 points out of 2000 behind Steve. Close or what?

We are now looking forward to next year when Ireland host the competition.

The final event of the season was to be at the Dumbarton club site, but again, the weather Gods decreed otherwise, and the comp was cancelled.

More pictures here: <https://www.flickr.com/photos/138883192@N02/albums>

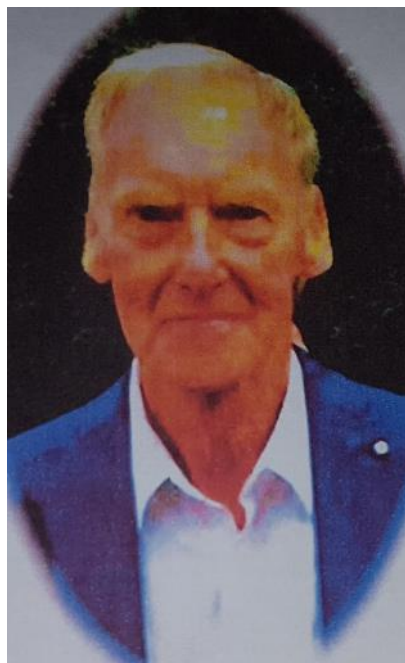
Obituary

Alexander Ramsey Aberdeen,

1st April 1937 – 25th July 2018

Sadly I have to tell you all of the death of Alex Aberdeen, a prominent control line Team Racing exponent. He started his aeromodelling career back in the mid 1970's when he joined the Hamilton Model Flying Club (HMFC). Over the years he developed a skill set within Team Racing and though uniquely known to control line fliers he became the type of person who was the backbone of the SAA. In recent years he was a member of MADMAC and made a solid contribution to the racing disciplines. He was a double SAA Team Racing champion and placed well at BMFA events. Our deepest sympathy goes to his family for our joint sad loss.

John Davidson, Chairman, MADMAC



The Scottish Model Helicopter Championships

The Scottish Model Helicopter Championships have been run in Aberdeen by the Aberdeen Aeromodellers Club since 1986. Up until 1992 it was held at Hazelhead park on the west side of Aberdeen. When the club moved into its own premises at Banchory-Devenick a few mile south of the city it was inevitable that the event would move to this purpose built and more controllable environment. Prior to the move the event was held Bi-Annually but since 1994 it has been held yearly.

The event is held over two days, normally the 2nd weekend in June, but this can vary a week either side depending on other event schedules. Contestants start arriving as early as Wednesday to enjoy the facilities and hospitality, relax a little and also practice. The Scottish event has always been run in a less formal manner than many competitions and continues to attract entries from all



Dave Willshire shows it is not all about heli's

over the UK and occasionally Europe as well. Being informal the 'Experts' are often seen helping each other and also giving tuition and encouragement to



the less experienced sometimes entering a competition for the first time.



Over the years the competition has evolved along with the models and pilots capabilities. The technology has moved on a long way from the early days and now the models feature battery power in favour of internal combustion engines, and many are now flybar-less which would have been unthinkable in the eighties. The main event, FAI F3C, has always featured but the schedule is much different. Scale has always been an interest to some and also featured since the first competition. The fun-fly event has had to give way to allow time for the "Sportmans" event which is the entry level competition, having said that it is more difficult than the F3C of the early days. Free-Style has also grown into the F3N competition which is gaining popularity and is more spectator orientated.

All in there is something for everyone that likes helicopters and more. During the weekend there is time allowed between rounds to allow demo flights. These can be anything from a small electric powered cubs for around £50 up to 250mph Jet turbine powered scale models costing several £000's of pounds, even two of them in formation.

Why not put the 1st and 2nd June 2019 into your calendar?
<http://www.helinats.co.uk/>



Waterplanes

Check out Facebook for more great photographs: <https://www.facebook.com/groups/204878686527621/>.

Loch Insh



Kilbirnie



Loch Leven



Ullswater





Colin McLean on his retirement as Water-planes CD after 20 years.



Lochearnhead

ATC Report



Members of the 859 Dalgety Bay and 2163 Auchtermuchty ATC squadrons at the Stirling Armed Forces Day, seen here with Don Imrie's F15

Glenrothes Cadet training day by Don Imrie

Just before the weather turns really bad, we decided to try for another cadet training day where the youngsters are given pretty well one to one training.

Yet again, Ian Morrison and Charlie Galloway stepped up to the plate to give instruction and this year, Jim Stewart also came forward to assist for which I am very grateful - Jim had left before the photo was taken, but the cadets from Dalgety Bay and Auchtermuchty Squadrons seemed to enjoy their day out and all said they would come back. As per the SAA system, and the club, we give them three chances after which they either walk away or join the club and The SAA.



I know I'm sounding like a worn out

gramophone needle (remember those?) but these youngsters really are the cream of the crop and will greatly enhance any club's membership, so get in touch with myself or Colin Nicol and we will link you with your local squadron.

East Lincs Lancaster day, RAF Coningsby by Don Imrie



This is our annual visit to Coningsby to hand over the money we've raised in the past year with the Battle of Britain Mini Flight with a lot of help from the Scottish Drilling Industry.

Our friends in The LMA do similar things and between us we handed over £2500 this year to The BBMF. A bit of a bonus this year apart

from the sound of eight Merlins was that Dave Johnson was invited to display his Vulcan. This was a bonus for me as I had not seen this impressive model in the flesh, and in fact I am guessing that it was a pleasure for most of the spectators as they are not used to seeing the Vulcan over Lincolnshire any more unfortunately.

Dave received a massive round of applause so his display was clearly appreciated. I hear all the dissenters saying they are fed up hearing about it - but - remember that Dave takes this large model round the shows at his own expense and it goes through a fair amount of fuel

not to mention the cost of transporting the model itself and the helpers. I certainly appreciated Dave's efforts, and I have to say, it does look great in the air.

Accepting the cheques on behalf of The BBMF was Sqn Ldr Andy Millikin who was on his final day with the



Flight and he also gave a brilliant final display in one of their Spitfires which was greatly appreciated by all present.

A little bird told me that he was spotted next day being checked out on the two seat Spitfire at Biggin Hill which is flown by several ex BBMF pilots. Thanks to all who donated over the past year - it is going to a good cause.

Ron Fraser Trophy by Don Imrie



Cadet Daniel Macpherson from 470 Falkirk Squadron was presented with the Ron Fraser Trophy for the most improved cadet in the R/C Flying Programme. Daniel received the trophy from Air Commodore Dawn MacCafferty at the annual prize giving. He is pictured with proud dad and has recently been promoted to Corporal.

Hawker Typhoon Preservation Group by Don Imrie

At Coningsby I came across the Hawker Typhoon Preservation Group (www.hawkertyphoon.com) and The Peoples Mosquito (www.peoplesmosquito.org.uk) when they were exhibiting at Coningsby. I had not heard of them before and was taken aback because I follow restoration projects quite closely around the world and these are both going back to flying condition - and - in the UK!

Broomhall House 100th Anniversary of the RAF day by Don Imrie

When Colin & I were approached by Lord Elgin and his son Charles Bruce to put on a static and flying display, we informed them that we were in touch with a three WWII Air Gunners so they promptly invited them to join us too as their guests.

They had arranged this as a fund raiser for the RAF Benevolent Fund beginning with a dinner at which Blair Nicol did the piping and next morning, Blair again piped the start of what was hoped for 100 vintage and prestige cars which in the end was around 80 - some very impressive sets of wheels I can tell you.

Dave Johnson had kindly agreed to help with the flying display as he was at Longhorsley and I flew some aerobatics for the assembled guests.

Unusually, my camera let me down and I had to rely on others to help so our three veterans are spread over two photographs - the first shows Arthur Reid in wheelchair with Albert standing and Lord Elgin on his scooter whilst the other shot again shows Arthur sitting and Alistair Lamb standing by the door of the Aston Martin. I regret I mislaid the name of the young man who was injured in Afghanistan

Interestingly, Albert Gunn co-wrote a book with four other POW's entitled Last of the Kriegies <https://fighting-high-books.myshopify.com/products/last-of-the-kriegies>

<https://www.rafbf.org/>



IMAC by Dan Gallo

The 2018 season for scale aerobatics has come to an end and it has been an enjoyable one, with some good flying in typically tough conditions at the contests. The final contest of the IMAC tour was the British Nationals on the last weekend in August. We had flying on two out of the three days (rain and wind on the Sunday) which was enough to run a proper contest. Normally two unknowns are flown at the Nationals, but this time only one unknown round was flown due to the weather. It was a particularly difficult sequence to fly this time in unlimited class. Most pilots did a fine job flying their unknown in all classes. One round of freestyle was flown in relatively windy conditions, but it was fun all the same.

A few Scottish pilots came to the event: Angus Balfour (who won the overall contest), his brother Malcolm, and Alistair Bell. Justin Meadows also went to fly in f3a, not to mention the support from members of Angus Model Flying Club who came along to the overall contest.

A good selection of models were being used for IMAC with equally different capacity engines. AJ Aircraft 50cc ARS 300, 100-120cc EF Extras and Sebart Sukhois, up to 3.1M Extras and Yaks with 170 - 200cc motors. DLE and Desert Aircraft motors being the most popular.

If anyone is interested in flying precision aerobatics with a scale-ish model then visit the IMAC UK website www.imacuk.org or visit the [IMAC UK Facebook page](#).

The 2019 UK tour is being planned at present and the new sequences from the IMAC USA sequence committee will be issued over the next month or two.

The photos here are from the British Nationals



Concours d'Elegance 2019



The annual Concours / Bring & Buy event was held last year at the Tannochside / View-park Church hall on the 9nd of March, having been delayed for a week due to the red weather alert which brought chaos to Scotland. The 2019 date has not been confirmed but I suggest keeping the 1st & 8th March free for this great event. This is a great night out with both the competition models to drool over and the "For Sale" items to haggle over. There is great a café so you will not go hungry.

Location: [Click Here](#)

Or in old money: 400 Old Edinburgh Rd, Uddingston, Glasgow G 71 6HS



Items for sale are
via a **Silent Auction**
approach

BMFA Nationals F3C by Andy Pirie

I set off Friday morning along with my 4yr old son Robbie who wanted to come with me (just for the camping I think) and due to the holiday traffic the journey a bit longer than expected at 9hrs. I met up with fellow AAMFC club mates George & Barry before setting up the tent for the weekend. The evening consisted of a couple of beers in the bar then having Barry's generator sing us a lullaby till late on in the tent.

On the Saturday I was up at a decent hour with the pilot briefing starting at 0930hrs. F3n were due to fly first but due to the sun direction flying was delayed until 1030hrs. F3c started flying about lunchtime with 3 rounds of the "P" schedule completed. I was asked to call for Mark Christy and having never called before thought it would be good to start learning to give something back to the other F3c lads. I was glad I did as it gives you a whole new perspective of the routine especially watching someone as good as Mark. I was pretty happy with my flying notwithstanding the usual issues trying to land the auto in the same county let alone a 1m circle but my scoring was pretty consistent and I placed in 5th. I managed a couple of beers at night but not too many as I was on daddy duties.

Sunday's weather forecast was terrible however on Sunday morning it wasn't as bad as expected. F3n led the way but when the first F3c pilot went out to fly the heavens opened up. Rain remained with us the whole day and flying was finally called off at 1600hrs before we all headed off for a Chinese for dinner and a couple of beers once back at the campsite.

Due to Sunday's weather this meant there was a lot of flying to get through on Monday. F3n had two rounds to fly and F3c three rounds in pretty windy conditions. I was able to watch a good few of the F3n guys fly with a very impressive display of flying from the Aaron Cole current junior F3n European champion. We flew one more round of "P" before two rounds of the "F" schedule which I had not flown since Oxford last September. I was pleased to complete all the rounds and not have to start a shopping list of spares.

I finished the competition in 5th place but very happy with my scores as they are still improving and starting to show signs of consistency.

After the presentations we headed back up the road arriving home after 7hrs drive with Robbie keeping me entertained on the drive home. He was a little superstar over the weekend and behaved far better than I could have ever hoped for. I would like to thank those who looked out for him over the weekend whilst I was flying; very much appreciated.

Euro Heli Series UK Event, Buckminster

by Andy Pirie

In late July I travelled down to compete in my second Euro Heli Series event held at BMFA Buckminster. I Arrived on Friday afternoon to be greeted by blue sky and about 32degrees which then turned into a brief heavy thunderstorm which meant no practice flights. I packed up and headed for the Chinese meal and a couple of pints before back to the hotel.

Saturday was a bit on the breezy side even for a Scotsman! We had 45mph+ winds directly across the flight line which made for very tricky flying conditions but we all managed to get the first round complete. There was then a long delay waiting in hope for the wind to die down before the second round started in early evening as it had calmed down and it felt like a different day. Interestingly my aeros scored equally from the windy to the calmer conditions but I'm not sure if that's a good thing that I can fly in the wind as well as the calm, or is it a negative that I can't fly any better in good conditions???

Unfortunately Sunday was not forecast to be good at all therefore the competition ended early but on a positive note I made it home in time for family time.

I placed 10th place this weekend in F3C which I'm delighted with and ticked off another goal for this season in beating one of the UK F3c team members.

A big respect to all pilots who battled through the wind but worth noting the standard of flying from the F3N pilots was amazing, they were flying complex moves in brutal wind and making it look effortless.

Euro Heli Series, Netherlands Event,

by Andy Pirie

I attended my first Euro Heli Series event of the year over in the Netherlands by MVC Delta.

I set off on Thursday morning driving down to night stop in Thurrock for a few well deserved pints and some dinner. On Friday morning I travelled to Folkestone, through the tunnel, France & a slight unwanted detour through rural Belgium before arriving at the MVC Delta club about 1500hrs.

There was a long queue for practise flights and dinner was at 1900hrs so never had the chance to fly. I set up the tent for the weekend and headed off for dinner at a little restaurant close to the club. Dinner was excellent although couldn't fully enjoy the beer due to having to drive back to the club. After dinner

I headed back to the club without any sort of snacks/drinks but once arrived at the club discovered that the clubhouse served beer...problem solved.

I was woken up early by Stefan Waschmuth getting some early practice in. The competition started on Saturday early morning and I was due to fly 8th. The first flight went ok as far as first flights go. I scored well and positioned myself in 14th place which I was happy with.

Due to the way the flight order is calculated this meant that for the second round I was to fly last which meant I had about a 4hr break till my second flight. Unfortunately the second flight didn't start off well and became progressively worse with the last few moves being flown with my eyes streaming. It scored pretty low but due to the points system I retained 14th place. We get to drop our worst score so all was not lost.

For the third flight I hoped I could put in a good score but it ended up worse than the second flight with me zero scoring the rolling move. This resulted in me finishing in 16th place and not having to fly on Sunday. Due to this I made good use of the beer on sale on the Saturday evening after the BBQ.

Sunday was a later start due to only 10 pilots flying so I had hoped for a long lie in the tent but Stefan again had other ideas on that and was out flying at 0630hrs.

Two rounds of "F" schedule were flown before the presentations after which we set off for Calais to get the train. Large queues at check-in and a further 1hr delay to the departure time were not what I needed as I was looking to drive up to Aberdeen. Upon reaching Folkestone and making my way to the M25 or M"Carpark" as it should be called, there was a 45minute delay for the Dartford crossing. I watched a picturesque sunset about Peterborough and was able to watch the sun rise again as I travelled through Scotland before arriving home at 0500hrs shattered.

Before the weekend if I was told I would finish 16th I would have been delighted given the company I was flying in but after the first flight I felt a little deflated to follow it up with two poor flights.

Overall the whole weekend was great though and well worth the 1,500mile trip. Thanks to all the organisers and MVC delta and also to all the Judges, Pilots & Spectators who made the weekend what it was.

Serpent Jet Builder's Kit

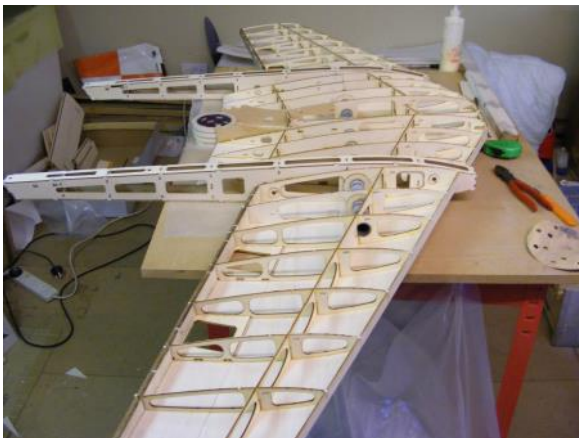


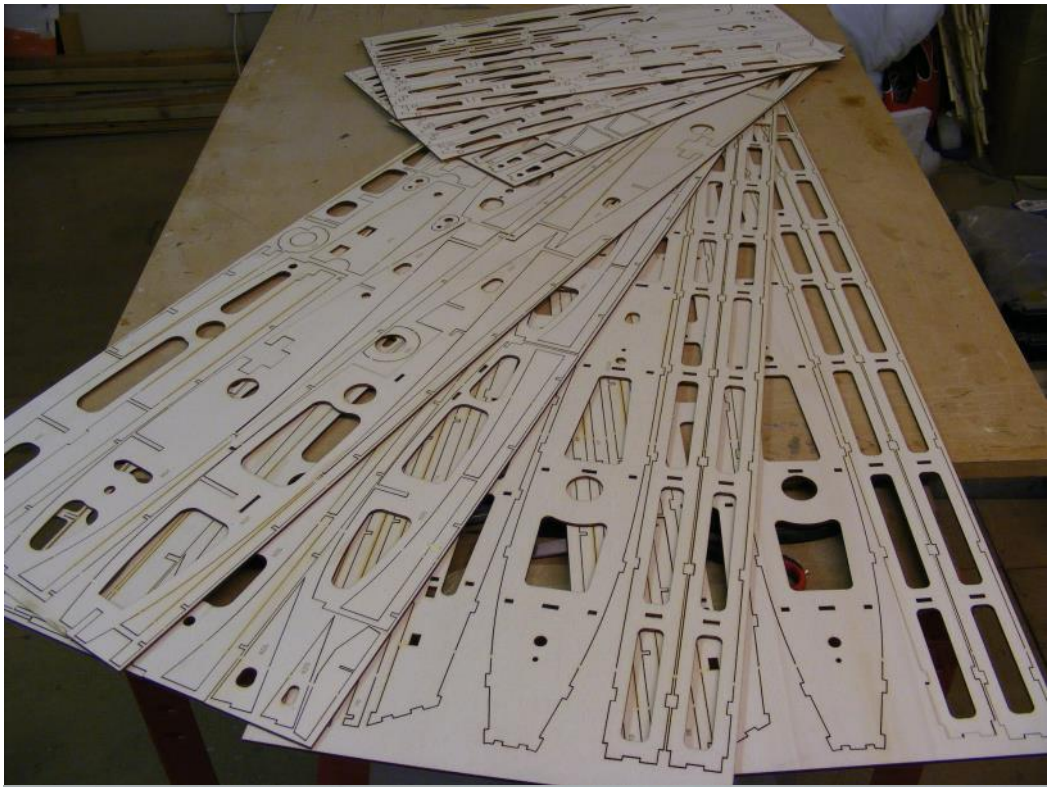
IAD Serpent with Kingtech 85 turbine

A few years ago one of the more impressive jets I saw was the red & yellow IAD Serpent. The recent redevelopment comprising converting the drawings into a CAD system, building the prototype, testing the prototype, building a kit version, testing the kit version, all fitting in with the regular day to day running of the business etc. has taken a little over a year with the new version now

available. Please contact IAD Model Designs on 01236-423448 for pricing and delivery, and for build thread information please look at https://www.facebook.com/IAD-Model-Designs-134276296680991/?ref=br_tf or

<https://www.facebook.com/groups/1350973201704574/> or do a search in Facebook for **IAD Model Designs Serpent group**





Winter Indoor Flying

Falkirk:

<https://falkirkmodelflyingclub.wordpress.com/events/>

BONNYBRIDGE Community Education Association Hall every Thursday between 12.00 until 16.00 o'clock so if you fancy it you are welcome to come along. The fee is only £6.00 a year for the over 60's and £12 for the under-60's

Freeflight pilots:

Bathgate Academy Sports Hall

Saturday November 3

Sunday December 9

11am to 3pm.

Contact: Jim Arnott arnott.downside@btinternet.com

Cumbernauld:

Winter Indoor Flying starts Wednesday Oct 3rd (tonight) at the Iain Nicolson Sports Centre Chryston 7.30 PM.

Isle of Lewis:

Island Flyers will be hiring halls for indoor fun, mixture of Tiny Whoop, small planes, hovercraft, FPV and drift cars.

Lanark:

The indoor sessions will be held at Carluke Lifestyles, Carnwath Road, Carluke on the listed dates (all Tuesdays) between 19.30 and 21.30 hours. All welcome at a charge of £5 per head. 6.11.18, 20.11.18, 4.12.18, 18.12.18, 15.01.18, 29.01.18, 12.02.18, 26.02.18

Aberdeen & District Soarers:

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

Sundays Nov 4 & 18, Dec 2 & 16, Jan 6 & 20, Feb 3 & 17, Mar 3 & 17

Fixed wing and rotary. All welcome. £5 to fly per session.

Contact Chris Harper 07786-428735 for more details.

PLEASE SEND ME PICTURES for the next edition.

Servos

I was assembling a model for a club mate and had arrived at the part where you switch on for the 1st time. The servos sprang to life but it sounded like they were full of sand or bits of metal and the arm swung through 90 degrees before returning to *almost* the centre. To me that did not sound right as something would have been damaged if the servo arms had been connected. One of us joked that it was probably a copy, but a quick check on the Internet showed that there was a chance that it was indeed a fake. The erratic servo is on the right. Out of the 4 we had, all four showed the same behaviour compared to the one on the left.



Following a general discussion at the club I received this report about experiences with a pair of receivers which reinforces the need for a robust range check before flying with a new receiver.

These 2 receivers look identical but unless you had the real one to hand and did a close inspection it is difficult to tell. The clone was also selling for about the same price as the real one.

The give-aways:

- The Clone range check was marginal but real Spektrum has just about double the range.
- The retaining screws are of a different type.
- The 2 large components are marked with an X

- The short aerals are slightly different length (1mm)

The scary thing was I almost decided that the range check was ok. The receiver was fitted to the model which was in a fixed orientation and at the 30m test range I attempted to move the servos. It was only at very specific Transmitter orientations that it failed. I then repeated it several times to be sure then swopped the receiver for one I knew to be good. I couldn't get it to fail at any orientation of the Transmitter. Then I progressively increased the range and the Clone would fail at more orientations but the real receiver would still pass up to 50m.

I would say that at that stage I believed my Spektrum DX6 (SPM 6700EU) transmitter was using 2 aerals but now I realise that it only uses the fixed one at the top. (The newer version uses a horizontal aerial as well) so it is also interesting that even with one aerial I had excellent range at all orientations however it could possibly be due to ground reflections.



Events (Angus)



Events (Balbedie)



Events (Blackridge)



Events (Dundee)



Events (Glenrothes)



The Bill Brown Repair Service

Some of you will know Bill from his travels around the country, and may already know that he is offering a model repair & rebuild service. This can be very useful for those who feel their building skills are a bit below par, or simply do not have the time due to other pressures. Contact Bill on 07938393556, through Facebook at [Scottish Aeromodellers](#) or email auchleeks-bill@hotmail.co.uk



Before restoration



After restoration



Before restoration



After restoration



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

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
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KY11 2QR
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