

# Scottish Aeromodellers Association

Free Flight Newsletter

December 2018

The 28<sup>th</sup> October provided an opportunity to catch up with one of the three postponed contests. With a 10 mph breeze blowing from the Northeast we had limited space before the trees, which would cause difficulties with the Rubber Championship and Quaich events, but the **Caprice Contest** could go ahead.

Five fliers turned out for the event.

Colin Miller brought a newly built model which he had roughly trimmed with hand launches. The maiden flight turned out to an adventure. The model climbed rather too briskly to the top of the line. Colin's feet were firmly planted as he did not know to move in toward the model to reduce the strain on the wings. Having survived that the Caprice was off, doing what Caprices' do very well, holding on to a patch of gentle lift which kept it at line height. The model was in perfect trim, with a nice size of glide circle.



After a minute or so of admiration, we could see that it was nearing the tree line and waited for the d/t to bring it down safely. The d/t did not work and the model flew over the trees with some 20 ft to spare, then dropped from sight. Colin headed off in search and it was found in the open scrubland behind Firpark Cottage.

We have a new Caprice devotee.

**Perfect !  
Straight off the board**

At the other end of the scale in life's ups and downs, we had an enormously experienced glider specialist who thought that he would relive memories of his introduction to model flying by refurbishing and flying a Ron Sabey Caprice. A wing fold shattered the moment. I know that being used to carbon wings can make one brutal on a balsa one, but that is not what happened here. The wing folded on quite a gentle tow, so some underlying structural flaw was to blame.

And so to the contest.... Three flight of 1:30 were required from a 50 metre line.



Jim Arnott started with a max, while Bruce Duncan, Dave Hearn, and Colin Miller all d/t'd early.

On the second flights Dave had the best score of the four non-max flights, and reduced Jim's lead to 3 seconds.

On his third flight Jim dropped 11 secs short of the max, giving Dave the opportunity to overtake him. A very solid finishing max from Dave Hearn saw him retain the Bob Grieve Trophy.

### **Dave Hearn won the Caprice Contest**

### **The Jubilee Quaich and the Finlayson Trophy contests.**

The final outdoor meeting of the season was eventually held on Tuesday 4th December. A breeze of some 8mph from the Southwest allowed us to hold the last two outstanding contests. Apart from a 30 min period of light drizzle, it was dry all day. There were six entries on the Quaich contest. Tommy, Jim and Colin flew rubber models, while John, David and Chris flew power models. Colin with a Gollywock and Jim with the Winding Boy completed their first round maxes but no more. Tommy with a Pinnochio completed two maxes and a 1:55 third flight.



David and Chris with their E36's and John with his Ascender #18 marched easily through the preliminaries and reached the fly-off. As they waited for the CD to return from downwind to convene their fly-off, the skies darkened, the temperature fell, hypothermia was setting in, and all enthusiasm for a potentially long fly-off retrieval sapped away.

It was agreed that the decider would be run next year in the warmth of Spring sunshine.

### **Tommy McLaughlin with his Pinnochio mini-vintage model**

There were only two fliers in the Finlayson Trophy event. Bruce Duncan, a regular contender in this contest was laid up at home with a broken toe. Tommy McLaughlin and Jim Arnott both chose to fly classic Urchins. Jim started early with a comfortable max, but he took quite a while to find it and return. The second flight was poor with the model tight on the climb and under-elevated on the glide, it was down in 1:59. With corrective packing the last flight was again on good trim for a max, giving a 6:59 total. Tommy started late after completing his Quaich flights. His Urchin has a very different trim from Jim's. A long slow motor run of two mins in the style of the legendary Jock Finlayson, with the model never higher than 50 metres gave a starting max. Then his problems began. Tommy searched high and low and was getting no signal from his retrieval bug. Jim joined in the quest but to no avail. The Urchin was nestled down in the reeds and refused to be found. Tommy abandoned the model and left Jim as the winner of the Finlayson Trophy.

Postscript 1 : As the afternoon ebbed away, the two old goats were not making a re-appearance back to base and their colleagues started to get concerned. Phone calls to mobiles were made but no answer. Downwind Jim realised he did not have his mobile on him and asked Tommy to phone back to base but Tommy did not have a number in his phone. Questions will have to be answered about who was responsible for letting them out without their carers.

Postscript 2 : When he learned that Tommy's Urchin was lost, Colin offered to search for it with his drone. He went out on the first day with reasonable weather. He did not manage to see it with the drone in the search area he had been given but he did find it manually 200yds nearer the road than expected.

## **Google Earth**

I was looking at the flying site on Google Earth a couple of days ago. The first thing that I noticed was the band of trees at the east of the moor had disappeared. That caused me to look at the date of the image. It was 24<sup>th</sup> June 2018, the Sunday of the Scottish Nats and right enough one can see our row of cars, and models out on the moor.

## **Free Flight League 2018**

There was a three-way tie for second place with Chris Edge, Bruce Duncan, and Tommy McLaughlin all scoring 49 points. It was a terrific season for Jim Arnott who finished with 77 points and woops, he has done it for a second time – demonstrated that he is a competent all-rounder by winning the three championship events; Glider, Rubber, and Power. The other notable feature of Jim's year was his level of participation where he flew in almost every event. The only events that he missed were at the Scottish Nats as he can no longer manage three events in one day !

## **BMFA 2019 Free Flight Contest Fees are set at -**

Centralised events apart from the BMFA Nationals, £6 Day ticket covering all classes per day  
Subsequent classes free. Site Access Charge £6 per day

Area Events - £6 Day ticket covering all classes

Subsequent Classes free Site Access Charge Set by Area locally

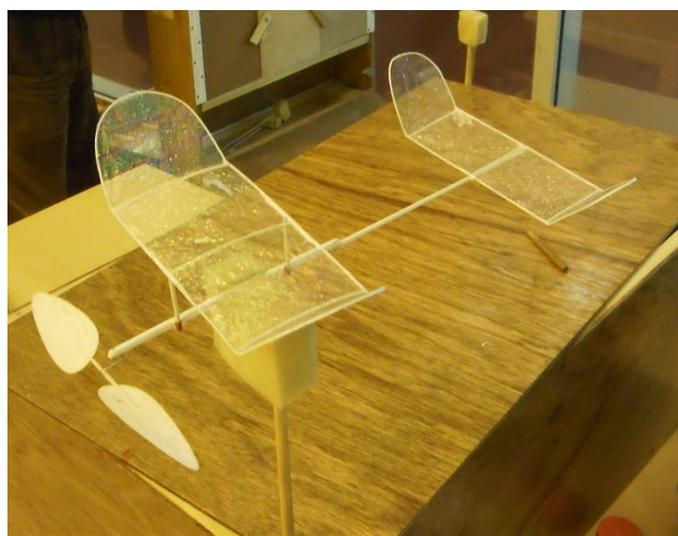
Season Tickets £70 Covers all events except Nationals, Decentralised site access and F1E events. Team trials and World Cup events are included.

Team Selection £30

**Bathgate Indoor Flying on 8<sup>th</sup> December**



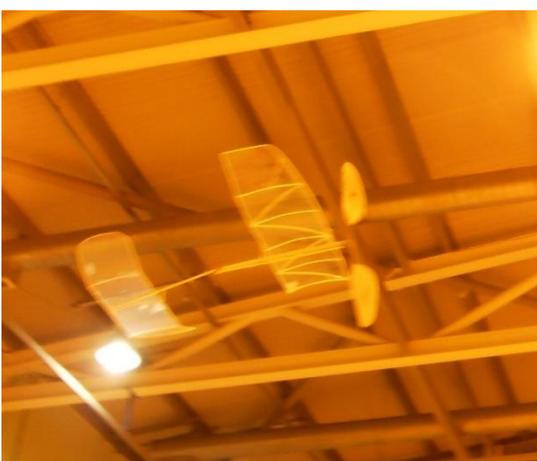
**Alistair Imrie's Spirit of St Louis**



**Jim's new LRS looks enormous**  
But is only 7" span and 0.46g



**Tommy with Pandora's Box**  
( a source of unexpected trouble )



**Will o' the Wisp**  
Urlan's Pennyplane dances in the high girders



**Jock Sanderson's latest creation**  
Bristol F2b