



# Skylarks

Dumfries Model Flying Club periodical Newsletter for members

**Early Summer 2025**

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## Latest Club News

April and May have delivered long spells of perfect flying weather and it has been great to see so many of our members taking advantage of it - especially after such a bad winter. Good weather also enhanced the first two Club events of the year with a big turnout of members. See features later in this issue.

Several members did not renew their membership this year and we are sorry to lose them, but in May we were pleased to welcome two new members, and another likely to join shortly.

Our trainees are doing well and two are now off the buddy system. All are practising hard in preparation for their BMFA "A" Test which they hope to take in August.



**Trainees Sam and Ron were prize-winners at the first event of the season**



# Club Events Programme 2025

**Bob's programme of Club events has got off to a cracking start with good weather and excellent support from members for the first two events of the season.**

Thanks are also due to Bob's wife Vero for providing the all-important catering. Hot sausage rolls for the April Fly-In and barbecued burgers for the May VE Day commemoration and Wing-Ding. There are more events coming up each month through the season so hopefully these will also be blessed with fine weather.

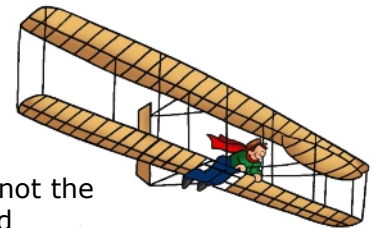
Bob has put a lot of thought and effort into planning and organising these events, so hopefully the trend of good support from members will continue through the season. Please remember to let Bob know by email if you're planning to attend each event so that he and Vero can assess the numbers requiring food, and although there is no charge for the food, please donate generously via the "honesty-box" to cover the cost of the catering and the prizes for the various competitions.

## **All the events will follow a similar approximate time flow:-**

**09.00 to 10.00** - Arrival and setting up general flying etc. **11.00** ish - the themed event, followed by the BBQ/Food and socialising plus general flying. As in recent years the planned event dates cover both days of the weekend and the best day weather-wise will be notified by email the Thursday/Friday before.

### **7<sup>th</sup> /8<sup>th</sup> June**

Weird and wonderful, 120 years on from the first, properly controlled flight. This event will be in the spirit of the Wright brothers who perfected the Flyer 111 to fly the first controlled flight, just 120 years ago this year.



**Event 1:** To enter into the spirit of building something that can fly, not the perfection of shiny new models but the creativeness of the weird and wonderful flying machine. Anything laying around in the shed that you can stick together and get airborne. Old amazon box with some foam and a motor added or some sticks covered in cling-film, powered or glider, controlled or free flight. You get the idea. Quote' "With enough thrust, anything can fly"

Prize = For best themed interpretation. Bottle of red.

**Event 2:** A short flying interlude specially for EDF's, to demonstrate the advancements made since the early years of flight. Followed by BBQ



### **12<sup>th</sup> /13<sup>th</sup> July**

Horses for courses - landing on the spot with events for both fixed wing and multi rotors.

#### **Event 1:** Fixed Wing

To fly a predetermined course and touch down as close as possible to a spot on the field. Don't be put off by ability as handicaps will be in place, so open to all levels. Not timed.



#### **Event 2:** Multi rotors,

To fly a course tight to the field and land as close to a spot as possible, can be with or without FPV/goggles, but this one is timed. Again, handicaps will be available for anyone new to multi-rotors. Give it a go if you can.



Prize = Bottle of wine for each event  
Followed by BBQ

## 16<sup>th</sup>/17<sup>th</sup> August

VJ day, 80 years on. To remember the close of WW2 conflict, with the catastrophic power of the atomic bomb. Another chance to bring along those warbirds and show off some scale flying skills.

**Event 1:** The bomb run. This event is for a team of two - pilot and bomb-aimer. A completely self-contained bomb release with separate transmitter will be available to strap to the underside of your chosen model near the centre of gravity. This shouldn't affect the flying characteristics too much. This will hold a small bag of flour which may or may not break upon ground impact. The flyer will fly a circuit and approach the bomb run, the bomber will give guidance to the flyer to line up the target and control the release of the bomb via the separate transmitter. Closest team to the target wins, Handicapped, so all abilities can win.



Prize = Bottle red and a bottle white for winning team  
Followed by BBQ

**23<sup>rd</sup> August** - Training and Test Day for those wishing to undertake the BMFA "A" Test. Practice sessions will take place during the morning, with extra training and testing during the afternoon, so participants should make sure they bring sufficient charged batteries for several flights. There will be no general Club Flying on this day.



## 24<sup>th</sup> August

Reserved for the Scottish F3A precision aerobatics competition. There will be no general Club flying while this event takes place.

## 13<sup>th</sup>/14<sup>th</sup> September

Foam Fun.

**Event 1:** To fly wings or any foamy through a series of obstacles or gates set up on the field, there will be 4 obstacles to pass through to complete the course.

**Event 2:** wing ding, try to cut the streamers.  
No prizes for these events just some foam chaos.  
Followed by warm sausage rolls and a cuppa in the clubhouse.



## 11<sup>th</sup> /12<sup>th</sup> October

Let's improve. This is an "all-abilities" social fly-in mainly to show how we have each improved over the year. First loop? First roll? First knife-edge? First inverted flight? Break out of the comfort zone and push the envelope! The clocks go back shortly so let's end the season on a high of new achievements.

**Event:** Based on flying progress over the year or on the day if you feel up to it. Go for it!

Prize = bottle of red.  
Followed by warm pies and a cuppa in the clubhouse



## 6<sup>th</sup> /7<sup>th</sup> December

The clocks will have gone back by now and it might be a bit chilly, so here's the Season Closing Fun-Fly event. General flying, but there's a special prize of a bottle of mulled wine for the best-dressed (seasonally attired) flying machine on the day. (LED fairy lights???)

Wrap up well, and to warm the cockles and get us all into the Christmas spirit, the flying event will be followed by AF mulled wine, warm turkey and stuffing buns with warm mince pies.

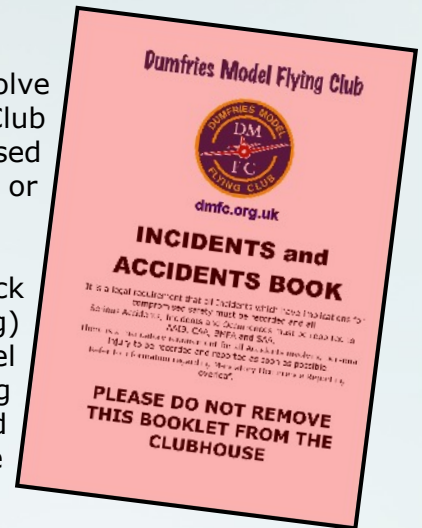
What better way to finish the flying season and wish each other a great Christmas!



## Club Incident Book

Members are reminded that all model flying incidents which involve **the potential** for compromising safety **MUST** be recorded in the Club Incident Book. This applies to any incident which **MIGHT HAVE** caused injury or damage to property but for good luck, even if no injury or damage actually occurred.

This includes any situation which requires anyone one to have to duck or take evasive action to avoid being struck by a flying (or taxiing) model, or any situation where the motor of an unrestrained model inadvertently starts in the pits area. Incident recording and reporting is not a matter of recrimination or assigning blame, but simply good practice and evidence that as a Club we take safety seriously. The Incident Book is kept in the Clubroom.



## Mandatory Reporting to CAA and AAIB

In the event of certain types of incident or accident there is a legally binding requirement to report the circumstances to the CAA and AAIB. In the event of doubt, members should submit the details to the BMFA (which can be done [online here](#)) or SAA (see [SAA website](#)) who will advise whether mandatory reporting is necessary. Please remember that the important benefits of Article 16 are subject to compliance with documented BMFA, SAA and CAA safety rules and also subject to compliance with CAA Incident Reporting requirements.

Information regarding the types of incident which are subject to mandatory reporting to CAA/AAIB are available on the Club website here: <https://dmfc.org.uk/downloads/CAALegislation.pdf>  
Note that ALL incidents involving total loss of control or detachment of battery or other significant components during flight are reportable.

## Routine Reminders - Legal Obligations

It is illegal to fly without a current Operator ID, and this must be affixed to every model you fly.

All model flyers must also be able to produce a valid current Flyer ID issued by the CAA whenever flying.

These are both legal requirements and failure to comply will invalidate your insurance cover which is a condition for flying at our Mabie flying site.

Setting a fail-safe on your transmitter is also a legal obligation. Test it periodically by restraining the model, powering up the motor and then switching off the transmitter. The motor should cut immediately.

This is to avoid the danger of a fly-away which would not only result in a lost model, but would also be a legally reportable incident under CAA rules.

## General Safety Issues

Our Club has an excellent safety record, but safety is never something to get complacent about so here is a reminder of some basic safety rules that are all too easy to forget:-

- ***Pilots should stand close together within or in close proximity to the stance enclosure when flying so as to be sure to hear "Landing" and "Dead Stick" calls, and ensure that permission of everyone flying is obtained before encroaching on the runway to launch or retrieve a model. Such calls have serious safety implications and should be shouted out clearly.***
- ***Never taxi a model directly towards the flightline, the pits area or towards any person.***
- ***Models should never be armed and/or motors run without being restrained. We have plenty of restraining benches and these must be shared when necessary to ensure ground procedures can be safely conducted.***
- ***A range-check should always be carried out whenever a receiver is fitted or rebound, and always after any event which might have caused damage to the receiver and/or its aerials.***

## IMPORTANT

Everyone who flies model aircraft **MUST** now carry a valid current CAA FlyerID whenever they fly. If you haven't got one, you **MUST** obtain one by passing either the free CAA online DMARES test, OR the free online BMFA RCC test. **This is a legal requirement** and failure to comply may invalidate your third party insurance which is required under DMFC Rules. The Flyer ID is NOT the same as the Operator ID which you also must have, and also display on every model you fly.

To help differentiate between the two, the **Operator ID** is in the form:

**GBR-OP-#####**

whereas the **Flyer ID** is in the form:

**GBR-RP-#####**

## Clubroom and other Site Facilities

The Clubroom is a valuable asset to the Club and a welcome shelter from occasional showers. Please ensure that it is left clean and tidy after use, and take litter home with you, as we do not have a rubbish collection service at the site. Please also ensure that the lights are switched off and the gas bottle regulator valve is turned off before leaving.

Two external 12V DC charging points are available at the front of the Clubroom cabin, and two 13A plugs wired specifically for use with the charging points are stored in the Clubroom.

A charger has been donated to the Club for use with the external

charging points, and is kept in the Clubroom. The charger menu system is common to many chargers and Instructions are provided. Use of the charging facilities is at your own risk. Please return the charger, plugs and charge leads to the Clubroom after use.

Some folding camping chairs are kept in the clubroom for use by members and must be returned to the Clubroom after use. Please do not leave these chairs underneath the tables in the pits area.

Whoever unlocks the Clubroom and/or toilet unit must ensure that they are locked again before the site

is vacated. The Clubroom door has a deadlock facility which requires the key to be turned twice in the lock before removal. It may be necessary to pull the door towards you to effect the second deadlocking key turn.

The last person to leave the site must take down and secure the windsock and secure the site by ensuring that the Clubroom is locked, padlocking the toilet unit, and closing the main gates.

Data from our real-time Weather Station can be viewed at:-  
<https://dmfc.org.uk/weatherTest.html>

## Trial Flights and Flying Tuition

The Club continues to offer a no-obligation free Trial Flight to anyone who may be interested in joining the Club and learning to fly radio control model aircraft.

Anyone interested in model flying is welcome to [contact the Club](#) via our website and we will then get in touch to arrange a mutually convenient meeting at our flying site. The basics of radio-control and aeronautics will be explained and then you can enjoy the hands-on experience of flying a model yourself under the guidance of a trainer using the Club's dual-control transmitter system.

There is no obligation to join the Club, but if you think you'd like to take up the hobby we can provide advice regarding selecting and sourcing the various items you will need to get started.

The Club also offers free flying tuition for novice members and, where possible, initial training is usually done using dual-control transmitters. This method helps newcomers to the hobby to climb the learning curves and develop their flying skill whilst minimising the risk of crashing and losing their model.





# Scene at Mabie

After a poor start of the year with few decent weather windows for flying, mother nature threw off the winter blues, and an almost static high pressure system gave us two months of fantastic warm dry weather with light winds through April and May.

The perfect weather got the main flying season off to a great start with good weather and large turnouts for the first two Club events of the season, and there has also been good regular attendance at the usual morning flying sessions on both weekdays and at weekends.

There have been a few mishaps with rough landings and a couple of mid-air collisions but all the affected models have been repaired and are flying once again. Both the Spot-Landing and Fastest Circuit prizes at the first event of the season were awarded to trainees, so they should feel very encouraged by their success.

Our group of trainees are all doing well and eager to take the BMFA "A" Test at Mabie on 23<sup>rd</sup> August (so there'll be no general flying on that day).

The VE Day celebration also went well with lots of scale warbirds and a typical wild "Wing-Ding".

As usual at the start of the season, some interesting new models have appeared at Mabie. Ian has a new Grumman Albatross flying boat in US Coastguard livery and John has maidenized his new Eflite Sportix - a very pretty and hot little model. Photos of both appear below.

Member photos are very much appreciated so please remember to take your camera along when you go flying, and especially on event days, and send in your best snaps for publication in the Newsletter. They need to be in sharp focus and at least 2Mb and uncropped please.







The X-Fly Glastar is a superb trainer model



Ian's Arrows Bigfoot makes a landing



Derek's pretty little vintage home-built



John frequently flies his Cougar 2000

**Bob S flies his massive i/c Slick 360**



**Duncan loves his new Multiplex Acromaster Pro**



**John has a love/hate relationship with his PA XR61 model, but it flies well**



**John's new Eflite Sportix**





**Roger's perennial favourite Sebart Shark**



**Dick flew his brother Charles' Chipmunk on Scale Day ...**



**.... and also his brother's Sopwith Pup**



**Richard flew his P47D Thunderbolt**



**Ian's Avios Spitfire Vb**



**Bob S's Mustang on take-off**

**Richard's X-Fly Tasman**



**Ian's Avios Grumman Albatross**



**Ian's Consolidated PBY5 Catalina**





## Pilots lined up with their warbirds



## Tail Feathers

Bob S with his Fieseler Storch



Gerry's Messerschmitt Bf109



## The Luftwaffe made an appearance too

### Latest Edition

This Newsletter is updated frequently so you need to check it regularly to see the latest information. The publication date of each edition is shown in the masthead and at the foot of each page (bottom left). Each edition overwrites the previous one so back-issues are not available, but you can download it if you wish to retain a copy.