



# Skylarks

Dumfries Model Flying Club periodical Newsletter for members

Spring 2026

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## Latest Club News

After a long winter hiatus up to the end of February, we have at last had a few good days and many of us have had our first few flights of the 2026 season. Thanks to Colin for getting the runway grass mown and raked, and it is looking in surprisingly good condition after the very wet winter. With the clocks going forward soon, some of us may soon be tempted out during the long afternoons or early evenings.

Following the huge success of last year's events programme, Bob has put together another great programme for this year, with his wife Vero once again promising to provide lots more tantalisingly tasty treats for the lunchtime break. Check out the programme details on Page 3 and put the dates in your diary.

The Committee is currently considering holding routine monthly meetings in the cabin at Mabie through the flying season. These will probably be on a Saturday so that our working members' can attend too. The dates and times are yet to be agreed but the meetings should not impinge too much on our weekend flying time. More details will be provided when decisions have been made regarding the new arrangements.

As it is some time since many of us have flown, please take a little time to review the information regarding safety and legal obligations in the following panels.

**Finally, a reminder that if you have not renewed your DMFC membership and your BMFA or SAA membership you are not permitted to fly at our Mabie site until you have done so.**

## 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:-

- ***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.***
- ***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. These calls have serious safety implications and should always be loud and clear.***
- ***Never taxi a model directly towards the flightline, the pits area or towards any person.***
- ***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.***
- ***When recharging your flight batteries, don't forget to charge your transmitter too.***

## Routine Reminders - Legal Obligations

It is illegal to fly without a current CAA 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.

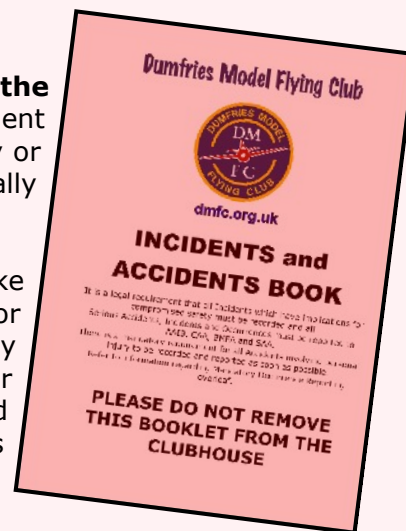
Setting a fail-safe on your transmitter is also a legal obligation. Test it periodically by restraining the model, powering up the motor and then switching off the transmitter. The motor should cut immediately.

This is to avoid the danger of a fly-away which could result in a lost model, and would also be a legally reportable incident under CAA rules.

## 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 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.

## Clubroom and 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.

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.



# Club Events Programme 2026

**After the wonderful season of fine flying weather in 2025, we have all fingers crossed again for some more beautiful Scottish sunshine and wonderful flying days for 2026**

Bob has put together an interesting and varied programme of events for 2026, and is hoping for good support from members. The challenges are nice and simple so nobody needs to feel excluded due to lack of flying expertise. The social interaction and friendly banter is as important as the flying and with a great bunch of members and a warm and welcoming ethos at the club, why not bring along friends or potential new members to join in the fun.

There will again be a BBQ or some warming snacks at each of the planned events, along with the occasional prize of a bottle of wine. 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. There is no specific charge for the food, but 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.

***Put the following dates in your diary now so you don't miss the fun!***

**18<sup>th</sup> /19<sup>th</sup> April - Season opener** A chance to get those thumbs working again after the long winter!

**Event 1:** STOL; (Short take off and Landing - but it's really just the landing that matters). Land past a line and stop as quickly as possible, all levels stand a chance as a handicap system will be in place. The prize is a bottle of red wine.

**Event 2:** Short circuit; Take off, 1 circuit and land, shortest time wins but handicapped to suit all levels. The prize is a bottle of red wine.

Following the events we will adjourn to the cabin for warm sausage rolls, with a cuppa and the usual lunchtime blether.

**23<sup>rd</sup>/24<sup>th</sup> May - Barnes Wallis day:** This will be a day to celebrate the Barnes Wallis Foundation, established 40 years ago this year to advance students in aeronautical engineering. As we all know, Barnes was responsible for developing the famous bouncing bomb. Ahaa! Everyone seemed to enjoy the bomb drop last year, but this year it'll be a **bouncing bomb!**

**Event:** The target will (of course) be a dam wall and the winners will be the team who get their bomb closest to the wall. It will be a team of two event - 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, this shouldn't affect the flying characteristics too much. The pilot will fly a circuit and approach the bomb run at low level. The bomb-aimer will give guidance to the pilot to line up the target and he will control the release of the bomb via the separate transmitter. The prize is a bottle of red for each member of the winning Dambuster team.



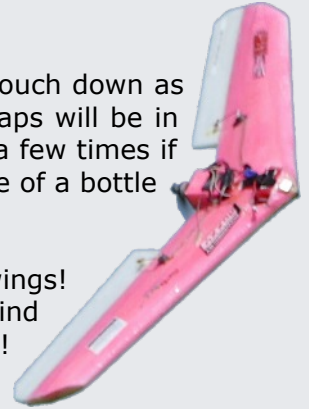
***Got to be low level flying chaps - we have all seen the movie.....!***

Following the event there'll be a barbecue back at the cabin.

## 13<sup>th</sup>/14<sup>th</sup> June - Fun Fly and "Wing-Ding"

**Event 1:** On the Spot. The challenge is 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 it's open to all levels. The event is not timed so you can go around a few times if you need to, but you only get one shot at the landing. The winner gets a prize of a bottle of red wine.

**Event 2:** "Wing-Ding" - The usual special treat for those indestructible flying wings! The target tug tows crepe paper streamers and the object is to get close up behind and chop those streamers off with your propeller. Expect some model carnage! There's no prize, just huge fun and no doubt there'll be plenty of cheers and jeers from the stands!



These events will be followed by a BBQ

**11<sup>th</sup>/12<sup>th</sup> July** - Pylon racing, Reno Style. +, Show us your moves.

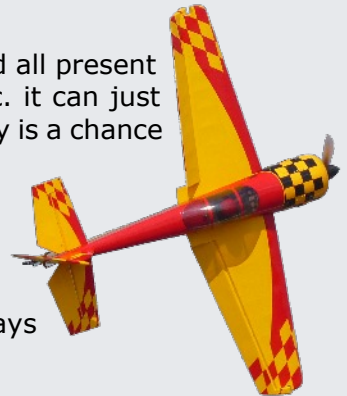
**Event 1: Pylon racing** - fast and furious!

This is a new event for the Club. It's flying against the clock as tight as you can around a set of marker pylons. The stopwatch is just for flying the set course from crossing a starting line and doesn't include the take-off or landing time. There will be handicaps in play so the event is open to all. Get practising some steep turns to get ready! The prize is a bottle of red wine.



**Event 2: Your best moves**

Show us your "out of comfort zone" flying manoeuvres. Anything goes and all present will have a blind ballot on the winner, taking into account experience etc. it can just be a wing-wobble, a low pass or an amazing 3d style manoeuvre. This really is a chance to challenge yourself and push the envelope! The winner gets the prize of a bottle of red wine.



Followed by BBQ to help everyone calm down!

**1<sup>st</sup>/2<sup>nd</sup> August** - Fun with foamies + another Wing-Ding (they're always popular).

**Event 1: Obstacle course**

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

**Event 2: Another "Wing-Ding"**

Wing Ding, as above - try to cut the streamers.

Some foamie chaos. - just for the fun of it! There are no prizes for these events.

Followed by a BBQ at the cabin.





# Scene at Mabie

Since early March we have had a few good morning flying sessions with lots of members turning up to fly, and Colin has been able to get the site mown and the runway raked to remove the clippings. It's a big job, so thanks to Colin as it adds so much to our flying enjoyment to be able to do ROG take-offs and smooth flared landings without the risk of nose-overs.

We usually see a range of new "Christmas present" models at the field about now, but there have not been many yet this year. John has maidenized a new Eflite Conscendo powered glider which looks nice and flies well despite its strange name.

Gerry has flown his Duraflly Vampire EDF a few times now, and that also flies very well and looks the part in the air.

In view of the initial runway conditions flying wings were a natural choice for many and they have certainly been in abundance this early in the season.

Derek has been flying his "tank-buster" Ju87 Stuka cleverly converted from a Lidl glider.

It must be one of the best Lidl conversions so far but it suffered rather from the sudden hard stops on landing among the clumps of grass.

Richard's favourite "flying fish" TechOne Venus has made several sorties at Mabie this year. Steve and Malcolm have been out practising their F3A moves too.

Ron, Sam and Bob have flown their Glastars and their big pneumatic tundra wheel coped well with the long grass early on, but Sam's home-built float plane couldn't get away off the grass.

Angus, our new non-flying photographer member has been to the field with his camera a couple of times already. He'll be wanting to take some shots of our flying models and our ground activities too, and I'm sure that we'll see more of his work here in "Skylarks" in upcoming editions.

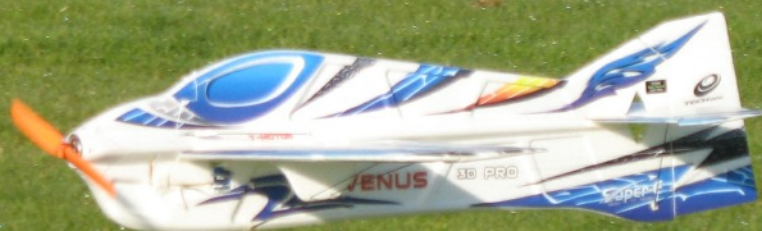
Please make Angus feel welcome, and we also welcome Jack who has returned to his native Scotland after many years down-under in Oz.

Do say Hello if you see any new faces turning up at the field.

**Derek's Lidl Glider > Stuka conversion**



**Richard's TechOne Venus**



Xfly Glastar - could be Bob's or Ron's or Sam's - they've all got one!



John's new EFlite Conscendo



Gerry's Duraflly Vampire EDF jet



**John get's the Vampire away**



**The Vampire looks good in the air**



**Derek's Ju87 Stuka is a work of art!**

Love 'em or hate 'em - everybody seems to have a flying wing



Duncan's Viper EDF - one of several among the membership



Dick's Kwik Fly lives up to it's name



Bob's FMS Ranger looks nice and flies very well





**Brendan maiden his new home-build powered glider**



**Dick's Seagull RV8 flew well but lost its canopy in flight**



**John's Acromaster**

## 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.

The dual-control "buddy" system 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.



## Tail Feathers



**I told him it was too windy to fly**

## 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.