

# ADS Short Finals



## EDIFICATION

Derek Robertson

Yikes, this is indeed a turn-up for the books! ..... the return of the ADS mag., and in the exact same format as the previous issues, which were so professionally crafted by John Barnes. Constraints on John`s time and appearance of a well run ADS club website led the two of us to conclude that the newsletter was an expensive and obsolete means of passing on information / entertaining the membership.

Whilst it was never ADS web-master Willie Findlay`s intention that his electronic marvel should actually replace the traditional club rag, for the above reasons and a general lack of contributions, it looked like the December 2006 issue would be the last. But not so! “Oor Willie” has once again stepped in with the time and enthusiasm to get it back off the ground (yeah, I know ..... easy job, understanding wife, and too much alcohol in the blood (I wish) ..... but apart from that, he`s really a nice guy!), so chaps, he needs your help with future issues.

Country loon Sandy Tough, has expressed an interest in contributing a documented and photographic record of an on-going, scratch built, large scale electrified Scottish Twin Pioneer. Norrie Kerr and George Whelan have been beavering away on perfecting fuz moulds for both electric and thermal soarers, and Terry

Shields would like to start a cookery column, featuring an interesting recipe for Spaghetti Bolognese he`d like to share with us. If you do have something to write about and want to include a few photos too, but don`t have access to a digi camera, either Mike Pirie, Willie or myself would be happy to help.

Having witnessed a few minor prangs at the flying field already this year, it`s comforting to note that even the “real” experts sometimes get it wrong too! ..... see photo below.



Evidence of the collision only came to light when the sun popped out from behind a cloud and lit our kitchen window. As with all the best cartoons it looks like a “doo” has flown straight into the window, leaving a perfect and detailed impression of itself on the glass. Alas no pigeon-pie for me that night ..... shaken and stirred no doubt, my feathered friend had departed the scene with stars still circling it`s head! Happy and safe flying for the rest of the year gents and hope you enjoy this, the centenary edition of the club newsletter.

## The 2007 AGM

The AGM was held in the Cove Bay Hotel on Tuesday 13 November 2007 and the main points of the meeting were

### **Election of Office Bearers**

Chairman - Neil Davidson

Secretary - Jim Ruxton

Treasurer - Jim Ruxton

Safety Officer - Derek Robertson

Events Organiser - Willie Findlay

Auditor - Graham Donaldson

The following comments & observations were made during the meeting. A full copy of the minutes is available from Jim Ruxton.

**Club Banking** - after investigation, the Treasurer reported there was little benefit to be obtained in changing banks

**Chairman's Report** - Despite the poor weather, many enjoyable days were had by all, however concern was expressed regarding the small number of members who actually turn out. Chair wished to consider inviting sister Clubs to participate in events and fly-ins. Due to the ongoing uncertainty (albeit nothing definite was known) over Calder Park developments, the Club should continue to be on the look out for an alternative flat field.

**Events Report** - Weather had played its part in the summer's events with no wind encountered on a slope day. However, the Club Trainer Competition was well attended and two fly-ins at Kerloch were enjoyed along with a trip to Deeside Gliding Club. Summer long competitions were disappointingly not completed due to lack of competitors.

**Safety Report** - No incidents were reported however SO reminded everyone on the need for maintaining

field discipline and not to become complacent. Site layouts were discussed.

**Secretary/Treasurer Report** - Club Membership stood at 32. The Committee met three times during the year. Despite the purchase of a winch, a surplus had been made during the year and the Club bank balance was healthy.

**Club Fees** - Motions to raise and lower the fees were made, however after a vote they remained the same.

**Frequencies** - Chairman aired the suggestion that odd and even frequencies could be used. This stimulated much debate and the decision was deferred to the Safety Officer for further information.

**Winter Meetings** - Second Tuesday of January (8th), February (11th) and March (12th). The topics of the evenings had still to be confirmed but February would incorporate a bring and buy sale.

**Website** - Should not be viewed as a substitute for the Short Finals magazine. Articles were requested from members.

## Club Trainer Competition

Sunday 8 July 2007

A strong line up contested the Club Trainer Competition which was held in reasonable conditions at Calder Park. The wind was around 10mph and the sun, when it broke through the cloud was very warm. However lift was sparse and short flights were the order of the day. Nobody got near the 10 minute optimum and only **Jim Ruxton** broke the 5 minute barrier with his winning time of 5:23. Iain Manson was second with his 4:29 and John Masson third with 3:58. Neil Davidson was on the ball for landing



grub too. Carol Allen provided some tasty salad to accompany the hot stuff. Thank you ladies.

Mike Pire is a fast mover. By the time the shutter clicks, he's in position for the pic!

accuracy and was just outside 10m with his effort.

### Club Trainer – Results

Pilot	Slot	Time	Landing Distance
J Ruxton	3	05:23	10.93
I Manson	1	04:29	21.10
J Masson	7	03:58	33.00
W Findlay	4	03:51	19.20
N Kerr	5	03:33	35.55
D Robertson	6	03:23	23.66
N Davidson	10	03:21	10.70
A Smith	11	03:20	13.30
M Pirie	2	03:17	24.20
B Allen	12	03:05	18.65
B Stark	9	02:46	16.05
T Shields	8	02:42	28.95
G Irvine	13	02:41	100.00

The Barbecue previously postponed from a couple of weeks ago was also held on this day and thanks go to Jim Ruxton's daughter Elaine who provided the cooking facilities and along with her friend Anne saw to cooking the

## Deeside Gliding Club

Saturday 21 July 2007

Several ADS members took up the invitation to visit Deeside Gliding Club, Aboyne on Saturday 21 July and availed themselves of the opportunity to try out the big stuff. Unfortunately the weather did not hold out and the full size flying was cut short. However, in between showers, a number of ADS models took to the skies with the jets of Masson and Thompson attracting the attention of the DGC members.



John Masson, Willie Findlay and Bob Giles all managed a flight in a glider before the weather drew a halt to proceedings. On the model front John Masson flew his Sonic Liner whilst John Thompson put the Boomerang into the sky drawing large crowds to view. Bill Stark brought the Club Trainer and a number of DGC members had a go at flying the smaller version of what they are used to.

## Kerloch Fly-In

Sunday 2 September 2007

Another successful joint fly-in at Kerloch with wall to wall sunshine for most of the day, but tempered by a fairly blustery west wind. The Kerloch lads had spent most of Saturday grass-cutting and made a splendid job of preparing 2 diagonal strips the full length of the patch.

Flying commenced around 1030 and continued uninterrupted until 1530ish. Having said that, most of us electric bods” had to wait between flights for another calmer spell to descend on the field. Thankfully there were plenty of breaks in the wind and this resulted in what looked like a WW11 fighter “scramble” as models were hurriedly readied for flight. Jim Jamieson’s cute little electric Tiger Moth

struggled to cope with the conditions and was tucked safely away after a less than relaxing flight for the pilot. Jim also brought along the completed, scratch built fuz of a similar sized SE 5a project (wings yet to be constructed I believe), beautifully finished ..... lots of detail including a pair of convincingly “rusty” exhaust pipes. Sorry, but no photos!

Apparently unaffected by anything the weather could throw at them, Roger Taite’s powerful Ripmax Spit `n` Mustang combo performed impressively, as did Bob Styles with his high wing IC Tiger. Despite the grass having been cut the previous day, Bob’s attempts at ROG’s came to nowt and called upon hand-launch specialist Terry Shields to do the honours. John Thomson’s Cougar 3D and tiny depron biplane also made light of the conditions with fine displays of controlled aerobatics from both aircraft.

Our cuddly chairman is usually good for a giggle and this event proved no



exception. Whilst rigging his Magister for its first flight of the day, Neil discovered that he’d forgotten to re-install the

ESC! ..... well, it makes a change from arriving with flat batteries, leaving the Tx aerial at home, etc. Perhaps it was a sign from above that he was destined to do little in the way of flying! The arrival at the field of prospective new member Callum Marshall and his dad saw Herr Multiplex spend a sizeable chunk of the afternoon introducing the young fella to the hobby and explaining the different aspects of the models on display.

His work done, I was lucky enough to get a late afternoon photo of a relaxed Neil introducing himself to some “udder” friends.

This led to the start of a caption competition on the web the winner of which was *“It’s moo-ti-plex we use ourselves like”*

Because of the large number of coos around, the electric fence was kept “live” at all times.

Despite the tricky conditions there were no broken planes as I recall. Only minor mishap occurred when Terry’s Twin Star hung-up on the electric

fence during a landing approach ..... apart from throwing a prop., neither the plane nor electronics suffered any damage. Terry on the other hand ended up with a free “afro” hairdoo! (DR)

## Knock Slope Day

Saturday 6 October 2007

After a previously cancelled date in August, this trek was carried out later than anticipated and on a (too) decent October day Bill Stark (Algebra), Graham Donaldson (Whisper, Slingsby T46), Terry Shields (Big Bertha, Hawk), Derek Robertson (Veron Cobra, Spitfire), Willie Findlay (Easy Pigeon, Middle Phase) and Mike Pirie (100S) set off from base camp.

Mike and Bill look pleased to have reached the top.



The climb was bad enough, but add on rucksacks and normal planes etc and it becomes that bit harder. Just to out do everyone Mr D carries a quarter scale Slingsby T46 glider up as well!

The wind was extremely light and none of the heavy stuff left the hillside and on the whole flying was minimal bar a brief 40 minutes or so when some lift did blow through.

Unfortunately the wind died altogether and the low cloud fell onto the hilltop forcing an early descent. To cap it all we couldn't find a pub that didn't open until 5!

### AECC Model Exhibition

Weekend 17/18 November 2007



The Aberdeen Model Railway Club annual exhibition at the AECC was held on the weekend of 17/18 November and once again ADS had a stand.

Bob Giles' Airwolf helicopter attracted a lot of attention and Mr D was politely asked if he wished to sell his T46. The engineering skills of Alistair Reid

even drew the die hard loco boys to admire his engines.

Despite the crowd being predominantly railway buffs a good deal of interest was generated by our display and many people took off with informative flyers. Hopefully we will see that followed up with prospective new members landing at Calder Park.

### ADS Calendar 2008

Mention was made at the AGM about the creation of an ADS calendar and although the remark was a bit tongue in cheek with the intention of scantly clad modellers using a wing (or in some cases a tailplane) to disguise sensitive areas. Using a selection of suitable photos from Derek Robertson, Mike Pirie and Willie Findlay and using Yophoto.com one was drafted up and orders taken.

The quality of the finished product is first class and the



cost Even have been sold

calendars £12 each. though all should anyone

require one they can still be printed in May!

With this now in mind for the photographers amongst us, suitable action pictures can be obtained over the course of the year for the 2009 version.

## **Puffed Lipos**

All Is Not Lost

Lithium Polymer batteries still carry a heavy health warning regarding their use and understandably this should not be taken lightly. However my recent dabbling with them has suggested that all is not lost with a puffing battery.

I only possess two lipos those being HiModel 3S 1300 mAh purchased from BRC Hobbies and use them in my Scorpio ThreeDee with a brushless motor giving about 5 minutes of flight per battery.

After the Club Trainer Competition earlier in the summer I had a couple of flights with the ThreeDee and placed the model in the rear of the car. Although the model was 'switched off' the battery was still connected to the ESC and the temperature was quite hot with the sun beating down on the car. Off I went to visit family before going home, but when I arrived there a couple of hours later and emptied the car I found that the battery was swollen substantially.

I put the battery on the lipo charger but found that the voltage had dropped to 7.5 volts and the charger would not accept it as it was reading below 3 volts per cell.

Most of the advice I received from fellow members suggested the battery was finished and should be disposed of. Some info I found on the

web hinted at a chance of recovery and I decided to try it.

I set the charger to a NiCad setting (only to by pass the charger cut off on the lipo setting) and trickle charged the lipo at the lowest setting until it reached 10 volts. At this juncture I changed over to lipo setting on the charger and continued to trickle charge the battery. Lo and behold it carried on taking charge until the 12.6 volt mark was reached and enough milliamps had been crammed in.

Coming off the charger the battery was still puffed but after a while sitting in the cool garage the puffing disappeared completely.

I have used the battery many times since with no apparent detriment to its performance.

I have noted that after use, both batteries puff up slightly but after a charge and a rest the puffing disappears.

From what I can gather a slight over discharge (as in this case) is less of a problem than an overcharge when an exploding battery is a distinct possibility. Notwithstanding that try this remedy at your own peril.

## **Calder Park**

What's Happening Now?

Once again Calder Park has hit the headlines and cast long term use as a flying venue into doubt. Is there cause for concern? Let's look at the facts.

In January 2007, ADS Committee met with Aberdeen City Council to discuss relevant issues this time last year. No mention was made that our continued use of the field was in jeopardy; however changes were to be made to the area.

In an effort to counter the use of motorcycles in the adjoining field this cut



Loch of Loirston which is nearby. It would obviously have a major impact on the area, but how it would affect us remains to be seen.

There will of course be a £50 prize for anyone who lands in the centre circle on match day!

The feasibility study has to report to Council in December 2008 and thereafter planning permission will

back, fencing improved, planted to meadow and the gate permanently locked meaning we would not get access to the parking area. Furthermore a border of trees 20m deep was to be planted at the top of Calder Park itself and around the adjoining field. The willow and silver birch trees would grow to a height of 20 feet over 10 years.

This work has now been done with no real problem caused for our flying enjoyment albeit parking can be tight on a nice day with the off road area no longer being accessible.

At the end of November, building work started on a four storey extension to the AVC Media complex in Wellington Circle. This work is encroaching on the adjoining field to necessarily assist with the building work. This should not affect Calder Park and with the building almost finished little impact has been made on our flight paths.

Then, in December, the Council and Aberdeen Football Club announced plans for a new Stadium site one of which is Calder Park. Closer reading of the information released has already suggested that Calder Park is not viable proposition; however the favoured site is

have to be applied for. So construction of this stadium is still a long way off from realisation and the earliest completion date if it goes ahead is an optimistic 2011.

There were also proposals for two possible Travelling Sites at Calder Park, but they were quickly rejected by the authorities after local consultation.

To cap it all at the latter part of the year a complaint was made under the auspices of Nigg Community Council regarding the flying of jets at Calder Park. ADS took interim action to placate this and moved to resolve the complaint completely. After an impromptu meet with NCC this seems to have been resolved pro tem.

Undoubtedly changes are taking place in the area, but in the short term our little patch of grass appears to be safe.

## Spring Slope Weekend

19/20 April 2008

The first flying event of 2008 took the form of a slope day on Saturday 19 April and what a cracker it turned out to be. With the wind dictating as always, the

location was not chosen until the night before. The wind had been blowing north to south east most of the week and scouts Robertson and Shields who had spent that week wind chasing, reported that St Cyrus would be no good with anything north. Therefore it was decided that the gentle uplifting slope of Greg Ness at the Bay of Nigg would do nicely.

The weather was warm and sunny and the wind was stated to be 12mph and it was very pleasant indeed flying out over the sea.

For those that have not flown there before, the site is located along the Old Coast Road from the waste treatment plant (sounds much nicer than sewage works), no more than 100 yards along the public footpath. Parking is on the verge of the road. A large field to the rear, inhabited by half a dozen sheep and a couple of coos offers a generous and safe

landing area. All you have to do is avoid the pats! Sweep round in a clockwise circuit and landing is a relatively straightforward allowing for a bit of rotor.

It was a funny sort of day flying wise. Terry Shields and Willie Findlay had a couple of gliders on the go; Bill Stark too. However, unfortunately for Bill having balanced it out on Calder Park and having removed some lead, his model was left a bit light to break through the edge barrier and got blown back dislodging the tailplane.

Members duly arrived and everybody seemed happy to sit back, bask in the sunshine, have a bit of crack (I better define that as a chinwag in case my bosses are reading) and pass the trannies about flying the two planes continuously. No Max Mosley wasn't there, but I suppose you could liken it to a drugs party, chilling out and passing the bong!



Mike Pirie had his new long lens out to play and it was so big he had to stand on the railway line to get us all in shot. His pictures are attached and there are some beauties as you can see.

In the afternoon we were joined by the East Scotland Paragliding Club who showed just how good the lift is this area as they traversed back and forth. The safety officer will be pleased to note that we discussed separation beforehand.



Anyway back to our flying. The air was smooth and buoyant and whilst specking out was never on the cards good height was always maintained without any fear of the dookers having to be donned.

Clinton Reid came along for a lunchtime twiddle and after a successful flight with his flying wing tweaked things once too often proving the old adage that if it ain't broke why fix it. Ach, but you know what we modellers are like

Such was the day that with a repeat forecast for the Sunday, the slope day became a slope weekend and we

regrouped on Sunday morning and another excellent day's flying took place with a few more planes this time.

Terry's Big Bertha was back on the go and a Bring 'n Buy bought 3m Algebra was launched over the edge with Willie at the controls. No problems at all. Derek managed to fly his PSS Spitfire with George Whelan and Alistair Marshall enjoying a sojourn with a Rookie.

Terry even managed to fly his converted Zimmer and land it on the road (that's a long way back) with no major damage after his aerial detached itself from the receiver.

Abbie, after cogitating all day, eventually put his Bedlam in the sky and flew without any

difficulty much to his surprise. Iain Manson joined in with another Stan Yeo foamie, possibly the Rampage.

A chap by the name of Andrew having read the website, paid a visit on Sunday with a well made Sophisticated Lady (no not his wife, the Carl Goldberg kind). Andrew is returning to the sport after a period of absence and hopefully we may well see him at Calder Park soon.

So all in all, a great weekend to start off the summer and another slope firmly on the map.

## Winter Meetings

Cove Bay Hotel

The second meet of the year hosted a Bring and Buy sale which went down rather well. A good crowd of over 20 turned out most with models and 'stuff' to sell. A vast range of kits, gliders, slopers, tools, accessories, electric and IC ships and speaking of which there was even a boat. Many items flew out the door under new ownership however such was the range that several items went back to whence they came. For that reason some have been relisted in the For Sale section where they may not remain for long.

The size of the crowd forced the Treasurer to double the sandwich order and they all went too! I don't know if the bartering was hard on the night, but everybody seemed happy with their lot.

If you still have items to sell then email details to [ads@fly-ads.co.uk](mailto:ads@fly-ads.co.uk) for inclusion on the For Sale pages. Add a photo if you have one. There are also pages on the Forum which you can add to directly.

Who needs a model shop with all that stuff for sale amongst our members.

A thanks to George Whelan for the foam wing cutting demonstration at the March meeting. The last

winter meeting saw a small, but appreciative crowd, but the evening went well with a first class demonstration of how to cut foam wings. George gave a very professional in depth presentation explaining his tools, jigs and procedures for getting a clean and accurate cut to make a decent foam wing. To say he made it look easy is a bit of an understatement. George has promised an article to follow up his demo and it should prove to be a good source of reference.



big

## The New Winch



After another failure of the then club winch, ADS splashed out on this little device from the John Barnes stable.

Complete with constant tension device it should prove to be a hard wearing piece of kit and hopefully we will get the weather to use it.

## Events & Competitions

This year we will have the usual Club Trainer Competition as well as the new Club 100S Competition with the refurbished Club 100 incher. The general rules for both competitions will remain the same in trying to achieve a 10 minute flight allied to a landing accuracy score.

It is also intended to re-run the duration flying competition between May and September in which participants will log one flight per month to achieve a monthly score and the overall winner will be decided on the basis of 5 months scores.

Unfortunately with the refusal of permission for the use of Hazlehead Park, the Taylor Trophy cannot be run this year, however, the electric AULD will be held on a suitable day at Calder Park..

## Definitions

**Glide Time:** The time between the engine falling out and the airplane hitting the ground.

**Glitch:** What you shout when you pull up elevator while flying inverted at 10 feet.

**Aeromodelling:** The art of turning precision cut and glued balsa wood and foam into toothpicks and confetti.

**Crash:** Quick method of removing radio and engine from a model to fit them in your new one.

**Receiver:** Part of the radio that picks up interference.

**Nose Wheel:** Device that prevents an airplane from landing without bouncing.

**Spinner:** Critical part of landing gear

**Tough Luck:** This is what you usually have. Your flying colleagues refer to it as lack of skill.

**Epoxy:** The stuff that has replaced the balsa after the flying season.

**Fail Safe:** Option on PCM radio's that allows a pilot to choose whether to crash near him, or a long way.

## Event Dates

**3 May – Kerloch Fly-In**

**31 May – Club Trainer Competition**

**29 June – Club 100S Competition**

**13 July – BBQ & Fly-In (Electric Auld)**

**9 August – Summer Slope Day**

**7 September – Kerloch Fly-In**

**4 October – Autumn Slope Day**

## From Kerloch to the Cairn

3 May 2008

The forecast was always windy and with that in mind attendees were warned to take a sloper for the Cairn in the back of their cars.

Nevertheless early in the morning the weather was a bit calmer and the group gathered at the Kerloch Flyers field near Banchory. IC models had little difficulty against the strengthening wind, but electric Twinstars struggled and gliders even more so resulting in Bill Starks hybrid Apollo getting blown to a destructive end in the outfield.

At this point we departed for the Cairn but we must say thanks to Kerloch Flyers for being willing to accept the influx of toonsers. They will have to come to us sometime.

The wind was spot on for the Cairn and a healthy turnout saw a variety of models being flown many (maybe too many!) being flown at the same time.

We had a Spitfire, a Japanese Kawasaki (who ever thought that a motorcycle could soar so well), and a plethora of more traditional gliders and slope ships. Highlight of the day though goes to the maiden flight of Graham Donaldson's quarter scale Schleicher ASW-27. Graham has had this Purbeck Sailplanes kit lying in his loft for the past 10 years and only recently felt compelled to finish it. He is now wondering why he waited for so long. The glider has a 3.75m wingspan and ailerons, elevator,

rudder, flaps, brakes, tow release and undercarriage working off a number of servos.

It flew straight from the hand and soared gracefully whistling softly as it went and the landing was as gentle as anything as brakes deployed it touched down in the heather at Graham's feet. Nice one Graham!



Confucius say blink and your model's gone. Willie Findlay and Jim Ruxton are both flying Middle Phases and one shouts across to the other that both are about to be in the sky as he launches. After a short flight Willie lands and swaps over to a 3m Algebra glider with traditional shaped dihedral wings giving 6 or 7 models in the air. Neil Davidson is quietly flying his Phoenix Models Eppi-Soar also with trad dihedral wings albeit a bit smaller and both models climb to height. Shortly thereafter Willie shouts that his model is failing to respond to commands which hastens a mass descent of all except our Chairman (he is a bit deaf remember) so Willie stills thinks he has his model in sight but no with control and, as you do, the trannie sticks are getting bent double trying to make the model in view turn to no avail. Neil learns what is going on and takes his model down leaving the tearful Willie to

the cold realisation that his model has flown away. Despite a rigorous search of the hill (thanks to all) the model remained lost. What was that song Randy Crawford sung?

Mrs Findlay when she heard the news rolled about the kitchen floor in fits of laughter.

Apart from the two mishaps a great turn out and which was good to see and good flying

## Your Website, Your Mag

As most will be aware, ADS have a website at [www.fly-ads.co.uk](http://www.fly-ads.co.uk)

The site is a good advert for the Club, a source of reference material for some help and a chance for you to keep your fellow modeller abreast of your latest project. Even better if you have some pics to go along with it.

Mentioning pics, I am always on the lookout for the odd snapshot to fill a gallery page or two.

The messageboard facility is easy to use. You don't need to register, but doing so is encouraged and it doesn't cost you anything and you can choose any name you like!

Use the boards to post any message, seek help, sell or request items and most importantly use the Who's Flying Today section to let others know that you are going out to fly. That's assuming you don't mind some company of course.

The website feeds the 'Short Finals' and vice versa so



get your fingers tapping and send some contributions to [ads@ads-fly.co.uk](mailto:ads@ads-fly.co.uk) Or just write it down on paper. If you can't get a picture then we know a man who can.

## Coming Soon ...

Hopefully in the next edition we shall get an update on the massive building project being undertaken by Sandy Tough who is 18 months and half way through a Scottish Aviation Twin Pioneer. It looks a beaut.

Also reports on the Summer comps and fun fly days, barbecues and anything else that comes up.



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## Photo Selection



If I hadn't ducked I might have got it all in the shot



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Yak yak yak yak