
ADS + Short Finals

No 104



View From The Chair

Neil Davidson

No, this is not Willie's obituary but a few lines about the lad now that he has moved on.

As most of you will know, Willie has now reached the rank of Chief Inspector and is now settling in to his new post in Elgin.

Willie joined the club in 2006 and rumour has it that prior to meeting us, the only friend he could phone was the "speaking clock".

Right from the word go Willie got involved in all aspects of club activities, setting up and running the ADS website within months of joining. He was a very active flyer in all aspects of the sport, electric, gliders and IC and quickly took on the role of "Events Organiser", coming up with a continuous programme of interesting and "fun" activities as well as reintroducing some competitive element to our flying sessions.

He was also dead keen on the social side too, organising visits to RAF Kinloss, the ten pin bowling and meals out. Willie also started our indoor flying sessions at Nelson Street which continues under the auspices of the club's new events organiser.

As a person, I and others have found that he is extremely easy to get on with, has a keen sense of humour, and is more than willing to "stand his hand"!

I will on behalf of ADS conclude by offering our sincere

thanks and good wishes to him and long suffering wife Sheena. We hope that they will enjoy their new life up in Burghead.

Well, thanks to Neil for his kind words. It has been my pleasure getting to know you all since joining the Club. The tips, guidance and instruction you imparted in my direction saw my flying improve and I never hit the Calder Park masts once after joining if that is any testament to improvement. I continue to crash now and again, but some tell me that's expected.

A big thank you to all for the honorary membership of ADS bestowed on me at the last AGM. I don't intend to be a stranger and whilst can't be there every weekend, hope to get along to some (if not all) the summer events.

I haven't got myself sorted for flying up in Moray yet. There are two clubs in the area with Dallachy Aeromodellers and Elgin and Moray Flyers within reasonable distance so I'll have a look at both shortly.

So thanks once again and if you are up my way give me a shout. See you all soon !

Fan's a Phantom a Mirage

Steve Davies

A Mirage it certainly was not. A Clear warm day in August saw the sortie of an F4 Phantom over Calder Park. But what of the Mirage from last year's kit review? Alas the Mirage turned out to be a tale of woe when it got to the field. With plenty of thrust, my nerves, and worries over a battery zapping short flight, the Mirage never made it more than a few feet of the ground. In a word. Gutted. After all the research and parts, the airframe only kit, bit the dust and took the nose clean off following a stalled take off from yours truly. The air was blue as the divots flew. After picking up the pieces with a wry smile (because I hurt my sodding foot kicking the divots), I carried the pieces back to the car for a damage inspection.



Back at the hanger, on further inspection, it was indeed possible to repair the

Mirage either by building a new nose or buying a new fuz. And so it was, that the world's first Duck Billed Mirage Platypus was made with a rolled up cardboard nose as a test bed before spending any more time and money on the jet. Things went from bad to worse when I tried to get the balance right. Despite my best efforts, I needed the weight of a spanner, right at the tail pipe. I moved everything about in a vain

attempt to get somewhere close to the C of G. New holes for the esc and battery were cut in numerous places but to no avail. The model had been engineered in such a way, and so thin in places it was hard to find a place for additional weight, and additional weight is what you don't want in an EDF. Considering that this was a £45 airframe, the time effort and money involved in buying a new fuz, fitting it out and still have the weight issues, according to the bank manager was not good economics. In short the extra wiz bang fan and speed controller I fitted came with extra weight which the kit was just not designed to accommodate, or at least I didn't have the skills or time to fiddle with it. I would have been as well to have purchased the ARTF version in the first place, should I have continued to try and get the jet flying. I have no doubt that plenty of EDF kits can easily be upgraded, my first attempt did not go too well. In the end the parts were stripped out for re use in another project and the jet retired out



of service (scrapped more like).

Now this



turn of events made Jack a dull boy for some time. A welcome break in Aviemore (lots of hills and a gliding club to boot) helped put the past to rest. Indeed a trip to Inverness meant a trip to Inverness Model Shop (their new premises) and I found myself confronted with a shiny new project.

J Power F4 Phantom EDF no less. This had not been on my shopping list but that very nice man in the shop was a gem, no hassle. Take your time. Take it all out and examine it and oh yes, a little discount too. Jack was now a very very happy boy again. The kit is very complete. Servos are fitted, horns are fitted, pushrods are fitted, it even comes with a 3s lipo! The parts count was minimal and you can take the wheels off for hand launch.

Just a few bits to glue, fit your receiver, charge the

battery, tune your radio and off you go. There is even a space formed into the foam that the battery fits into under the canopy so you can't go wrong with the C of G! The canopy is fitted with strong magnets and there is plenty of room in there. And just for good measure it has a pilot and co-pilot in the cockpit as well. This is a proper jet!!



and co-pilot in the cockpit as well. This is a proper jet!!

To the field once more, with

shaky knees, bicycle clips and a spade in the boot to dig a big hole should it be necessary, Terry did the honours with the hand launch. Now this jet had WAY too little in the way of rates and exponential dialled in (I



should have paid more attention to the manual). She was fast and twitchy and I feared to even blink in case the jet disappeared or rolled over and dived. A few tense minutes later she was back on the ground for some serious adjustments. Second time out of the gate the little jet was



much more the lady and behaved herself.

A few

clicks of trim had her flying straight and level. Gentle circuits at half power were great and a few passes



at full throttle put a huge smile on my face. I didn't try any rolls or loops. The landing was slow and predictable with a little throttle and a little jig was performed to celebrate. To date I have not had many flights with the Phantom and I am still getting the feel of it. So I am looking forward to the better weather so I can practise some more. Or basically wring it out and be a total hooligan!

And the moral of the story for me is, there are so many of EDF ARTF kits out there and they just get better and better every year. Better motor and fan combinations, lighter bodies, more power to weight. They are so well



engineered that it may actually be hard to improve upon them, and from my experience, you might just be as well go for the ARTF and be flying the next day. As they say, all work and no play make Jack a dull boy. Many thanks to Terry for the launch and Derek for the photos.

The credentials; Length 830mm, Span 556mm, Weight 520g, Servos 4 pre-installed, aileron and elevator, 3s 20c 1300 Lipo, Stock fan, brushless motor and esc.

Canard Blaster

Model by Colin Hutchinson

The 2012 ADS Indoor Challenge

Steve Davies

So here I am again, wracking my brain to find a way to create a little fun for the last day of indoor flying at the lads club on the 23rd March 2012. Much head scratching did occur, to the amusement of the cats at home who wondered, I am sure, if I had developed fleas!

And so it was, I turned to that great oracle, the internet, and there I found a number of articles of small, easy to build hand launch gliders, perfect for a bit of fun. Now if you're like me (and I am almost embarrassed to admit) that I have probably not glued some balsa together for a very long time with the advent of ARTF (almost ready to fly). Even longer since I used tissue paper on anything other than my nose! So to ease me (and maybe some others) back into the traditional art of balsa, and glue, we have been gifted with the rights to make this little gem. What's even better is that this tiny glider can be built using what most of us probably have in the scrap box. The plane is so simple it will take you a day or less to build it. At the bottom of the article is a one page plan you can print on A4 paper to provide a template. She is very diminutive in size with a wingspan of just over 6 inches. The article will be added to the ADS web site for you to download and print. If anyone has problems printing, please let me

know and I will send you a copy. You can contact me at events@fly-ads.co.uk or telephone 07591 444073.

The drawing is produced by kind permission of Colin Hutchinson, who has allowed ADS to use his plan at no cost. Colin Hutchinson's model aircraft pages can be found at <http://homepage.ntlworld.com/colin.hutchinson/>

So go on, build yourself a little Canard Blaster, get some test flights in and see if you can go the distance. Please send me pictures of your builds, colour schemes as you go along so we can add them to the web site and send to Colin as a token of our appreciation.

The Rules

The model must be hand launched. The competitor when launching the model must be on the ground but nothing contained in these rules shall prevent a competitor making a leap or a jump at the moment of launching!

The model flying the longest distance will be the winner (judges decision is final).

Three attempts will be given (Round one).

The best three will have three further attempts (Round 2).

The winner will be the Canard Blaster that flies the furthest after round 2.

Models must be made by the entrant (not made for you).

You can add as much colour and flamboyance as you wish (but no extra marks will be given)

however you are likely to get photographed for the effort.

Repairs are permitted provided they do not in any way alter the model from the plan.

Your name must be on the model so as not to confuse the judge.

Supplies

All you need is: (love love love)

1) A sheet of 1/32 inch balsa wood. (There are a few places in Aberdeen that supply balsa now, contact me if you need more info)

2) A 1/8 by 1/4-inch stick of hard balsa wood (basswood or spruce are heavier, but stronger) as straight as possible,

4) Glue, a sharp knife and some fine sandpaper.

Basic Construction

First print out the plan sheet on A4 paper. The page gives you the template for the wings, canard and vertical stabilizer and fuselage. Using a model knife (again with adult help if you are not experienced), cut the components from the balsa sheet. When you have done this, lightly sand the edges of all parts to remove any roughness and to make the components as attractive as possible. It is usually easier to do this now, before the plane is

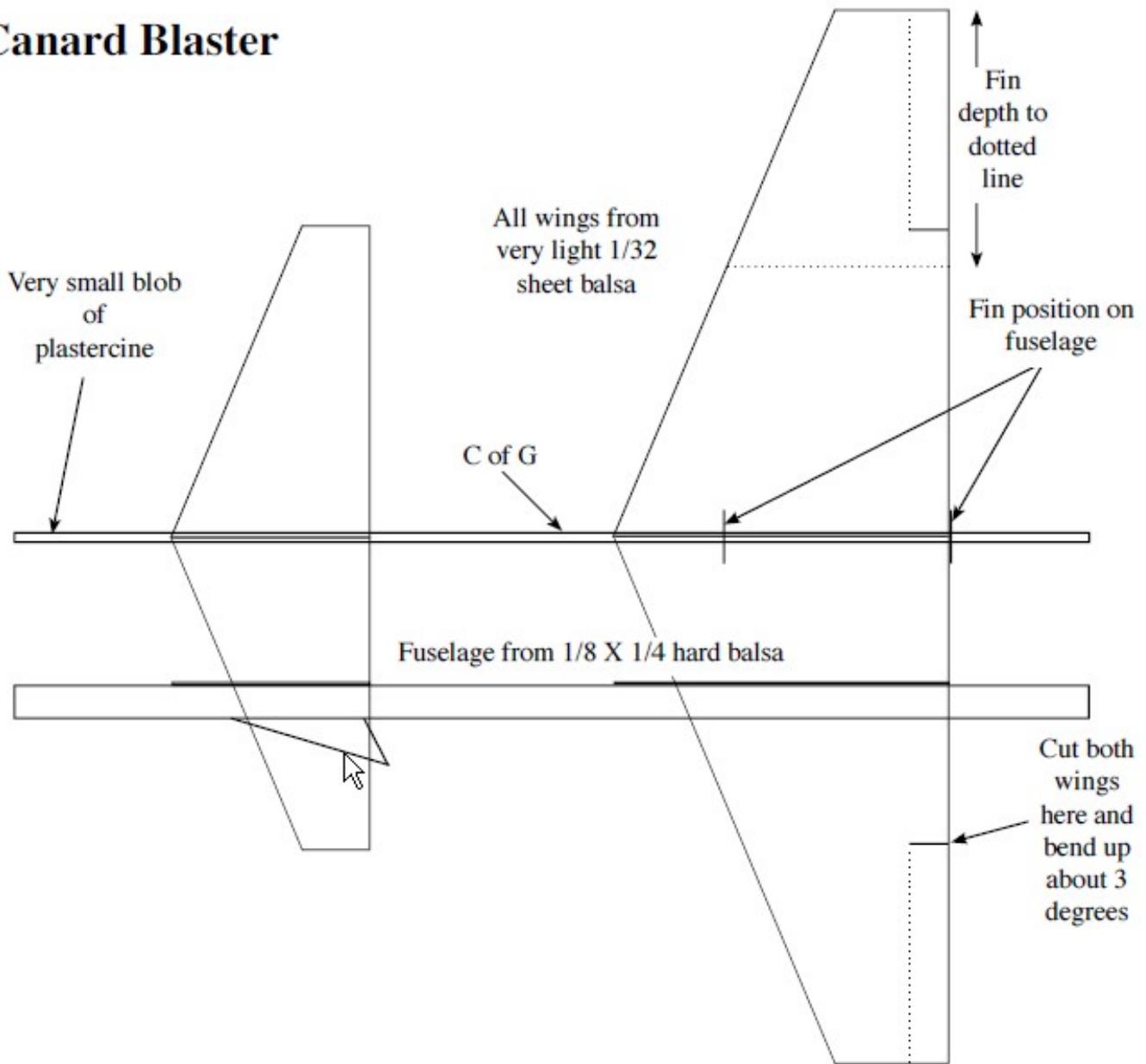
assembled. (note the wings and canard can be made in one piece rather than two halves)

Next, cut the hard wood stick that will make your plane's body or fuselage. You will be gluing the horizontal stabilizer (sometimes called the elevator) on top of the stick. The vertical stabilizer (sometimes called the rudder) is simply glued to the top of the rear / main wing, in the position marked. Keep everything as perfectly aligned as possible. The elevator should be at right angles to the fuselage and the rudder at right angles to the elevator as the glue is drying.

Cut both wings as shown on the plan and bend up the outer panels 3 degrees. Balance the plane on the C of G (centre of gravity) using a little weight / plastercine on the nose. Test fly and adjust as necessary.

Balsa wood is a little fragile, as you will have noticed. It is also the strongest practical material for its weight and therefore continues as the most popular model building material. The plane should be handled carefully, however, and when you fly it don't let the family dog retrieve it!

Canard Blaster



2011 Events

Willie Findlay

Last winter indoor flying was arranged at Grampian Police's hall at Nelson Street for a monthly meet between November and March. Good attendance was had for each night and we were joined by members from Inverurie and Aberdeen Aeromodellers. The hall was provided free of charge although a £2 fee was levied at the door and in March a £100 donation was handed over to the Police Diced Cap Appeal which assists local causes.



The March meeting was kept to ADS members when the inaugural paper plane competition was held and won by Bill Stark. (See *Canard Blaster* for his year's competition).

Due to the regular indoor sessions our winter meetings were not held, however a Curry Night held early in January proved to be a success and this was repeated later in the summer. A bowling night was also held in February which was comfortably won by resident Pro Derek Robertson.

The outdoor season got

underway as usual with a Slope Day in April and this was held on Cairn O'Mount. Even though it was a bit cold the wind was good with excellent flying by the 9 that made it there.

The Club Glider Competition was held on 19 June at Calder Park and was well competed for by 5 pilots with Derek running out the winner. Terry's Fantasia was used for the competition in the absence of



a club glider. Thanks Terry. The club may wish to review this position and acquire a replacement glider for next season.

Steve Davies came up with a Red Bull style air race which was held at Calder Park on 25 June and again 5 pilots flew out for this competition which tested reaction, sight and bottle. Nobody attempted the low inverted pass for extra points so bottle maybe wasn't high on the agenda, but this was fun and worth trying again. For the record some jammy bugger won this one.

The Knock caused no end of problems trying to find a date that everybody who wanted to go was available and at the end of the day

only 4 managed. Inverurie and Dallachy clubs were invited along and a single Dallachy member turned up. Unfortunately he only opened his email on the morning of the trip so had he done so sooner some more of them might have



appeared. Derek reported that the wind was changeable and although some flying was had, it was not ideal conditions, but they enjoyed themselves nonetheless. The craic was good as they say.

The Club Trainer competition was held at LoS on 4 September in undoubtedly the best event day of the year weather wise. I changed the format this year using the 200m height limiter and making it a three round competition instead of the previous 1 flight hit or miss format.

This revised format proved to be a success with a good competitive edge and Clinton Reid triumphed out of the 6 pilots taking part. I would suggest that this be reviewed further and turned into a 5 round competition next year.

In between all that the Winter League between December and March was won by George Whelan.

The Davie Davidson Memorial Trophy held between April and

October was comfortably won by George Whelan who proved his consistency when it comes to turning in the flights each month.

The BOC Newsco Trophy was won by Willie with a flight of 41m 01s in March.

I will repeat my appeal to have more pilots take part in these competitions which amounts to 1 flight a month and the rules are really really simple. All the details are on the web.

Alas many events fell by the wayside as the weather took its toll and even some of those that took place as I mentioned had to be re-arranged. The annual trip to Kerloch, the Barbecue and the Cross Country events never made it as I ran out of suitable weekends around my shifts and the weather.

Thanks to all members for their support and assistance over the last 5 seasons that I have ran the Events. I look forward to just turning up for the next few years!

Pass The Epoxy Please!

Derek Robertson

Since abandoning Calder Park in the middle of 2011 for our new site at Lyne of Skene, I appear to be going through models like a dose of salts. Don't get me wrong, I think the LoS site is absolutely top drawer, but when I set off for our new venue I just know that I'll be bringing back at least one bag of bits! Since I seem to be suffering more than my fair share of mishaps, LoS has taken on new meaning for me "Lots of Smashes"!

However, every cloud has a silver lining according to my wife, who could hardly contain her joy over the extra "space" that began to appear in our back bedroom. I do my best to refill the "hanger" of course, but so far the wife and "LoS" are winning!

The rot started back in August with a favourite of mine, the little SP400 Minibat which was a veteran of 5 or more seasons abuse, coming to grief. Willie was stoging around with his Filip 2mtr electric soarer when we had a coming together, head on! My model, minus a chunk of wing, buried itself whilst Willie managed to coax his Filip down with only

minor damage to the tail as I recall.



(Ehm – no tail and nose first into ground as I recall WF). No-one's fault really, although I did stick out my tongue when he wasn't looking!

Less than 2 weeks later, on a lovely sunny afternoon with my Proxima soarer in a thermal and at considerable height, for no apparent reason the model started to pitch up and stall repeatedly. Holding in full down elevator just about resulted in level flight, so I assumed that the Lipo pack had slid well back into the fuz. All other controls worked normally, so I spent the next 15 mins trying to get out of lift, eventually teasing it down in the long grass in the next field. Whew! Turns out the battery wasn't the problem the elevator linkage had broken away and the pushrod had wedged itself in the gap between tail plane / elevator resulting in a permanent dad of up. So, other than a minor repair to the linkage I'd been pretty lucky with this one. My wife was disappointed though!



Into October now and I had a new plane, the Gonzalez, a similar spec replacement for the Minibat, but with a brushless in runner instead of the SP 400 motor.



Despite a problem free range test I was still getting an occasional “glitch” during the first flight, but undaunted flew it again mistake! During a low pass another glitch pitched the Gonzalez straight through a barbed wire fence. Instant confetti!

The beginning of November and I thought I’d give my Ripmax ME 109 a rare outing. Although it flies well, both Willie and I discovered that launching is a little tricky. Unless a bootful of right rudder is held in during the launch the plane will roll violently to the left, so on the same Tx stick full throttle and full right has to be applied. Too much for an old guy like me to cope with as it turned out. When I chucked it I inadvertently

pulled the throttle back causing it to stall and nose straight in ouch! Motor out, fibreglass cowl mangled and extensive damage to the whole front end. I didn’t half give my right

thumb a good talking to before bursting into tears!

Fortunately December was a good month with no losses to report, thanks mainly to the poor weather and high winds. Can’t wait for the 2012 season to start, but would suggest that anyone present at LoS when I’m flying should, in the interests of safety, seek refuge behind the standing stones.

A Little Christmas Fizz

Derek Robertson

There’s been precious few flying opportunities over the last few months, but Terry and I managed a

quick trip out to Lyne of Skene on the 12th of December when an unexpected calm, sunny day replaced the gales that were forecast.

Apart from the low



temperatures, flying conditions were as good as it gets and we both clocked up half a dozen flights each, without incident. Terry’s tiddley little home build “Fizzer” was performing particularly well since replacing the

SP 400 motor with a brushless set up and in the still air was going

I know absolutely nothing about “jellywobblers”, but as you can see



this is a white and yellow one, not the usual er blue one we’re used to! (sorry lads, it’s a bit like girls with cars for me).

exactly where it was pointed. Anyone looking on would have thought this scruffy guy was a really good pilot!

Incidentally, just like Terry, trainee pilot looked like he knew what he was doing too!

Things went so well and I was in such a good mood, I popped into BA Stores after the session to buy the wife’s Xmas present. Hopefully she won’t need the snow shovel, but who knows!

As with most outings to LoS we had another visit from “the helicopter”, and before you ask naw, we weren’t daft enough to fly when it was present (just a wee bit of photographic jiggery-pokery). We were actually in the process of packing the planes back into the cars when it showed up, so we watched the trainee practice his approach and landings.



On a more serious note, it’s worth bearing in mind that there appears to be frequent helicopter activity on or near this site, so just keep an “ear” out for their approach, particularly if you’re on your own and at height with an electric soarer.

Happy fleeing!

Twin Pin Progress

Sandy Tough

When I started this project, I wanted something to keep me building for some time, because the house was rapidly filling up with models. Well the Twin Pin has certainly fulfilled its purpose as it has been six years in the making and still not quite complete.



I was hoping to have carried out taxi trials by now, as I am a bit worried by the weight. However the weather has been terrible lately and when a suitable day did appear, my test pilot was not available. So I



have given up on that idea mainly because when checking the physical size of

more powerful motors it will only push the props forward by about 2 mm and that I will be able to use the existing motor mounts.

The model is now fully sheeted and almost ready for spraying, but this will have to be carried out when



the weather warms up as I do not have a spray booth in the back yard. As can be seen in the photos I have



started applying some detail. I found in the Squires catalogue some half round polystyrene strips which was easily cut and applied with balsa cement. Having said that the application of the strips is quite time consuming e.g each aileron has forty



strips!

By the way I decided to give the flaps their own set of batteries, because there are four servos which take quite a bit of power.

I will let the photos tell the rest of the story.

There is one other thing I would like to mention and it concerns an article I read recently.

We have often had discussions at Kerloch about the effect of the electric fence could have on the

radio equipment in the event of 'an on the fence landing'.

Well down south this guy was flying a glider with a carbon main spar when he misjudged his landing and landed on the electric fence which was live. He picked up the model and when he got back to the pits, the radio was not working. The receiver electronics were completely wiped out! Something like 4000 - 5000 volts had travelled down the main spar and wiped out the receiver (4.8 volts). Had he picked up the model when the fence pulsed, he might have got quite a shock.

So beware if any of your models have any form of carbon!

Cheers the noo

Current Flying Sites

Current regular flying sites

Lyne of Skene – our flat field home

Brimmond Hill – options for a north westerly at the top and also a westerly above the car park

Bay of Nigg – a nice gentle sea slope for a north easterly to easterly

Cairn O'Mount – the perfect place for a south easterly

Poor Man's Caves, Cove – this small cliff area offers a city alternative for a south easterly

Crovie – a bit of a journey, but a good place for a northerly

Dunnideer Hill, Inch – options here for a south westerly to a southerly

St Cyrus – a popular seaside area for an easterly breeze

Stonehaven – above the harbour for a north easterly and Dunnottar Castle for the more easterly wind

Meikle Carew – outside Stonehaven, this hill earmarked for wind turbines is good for a gentle south westerly. Not great if the wind is too strong.



Club Champions

Winch Champion

Derek Robertson

Club Trainer Champion

Clinton Reid

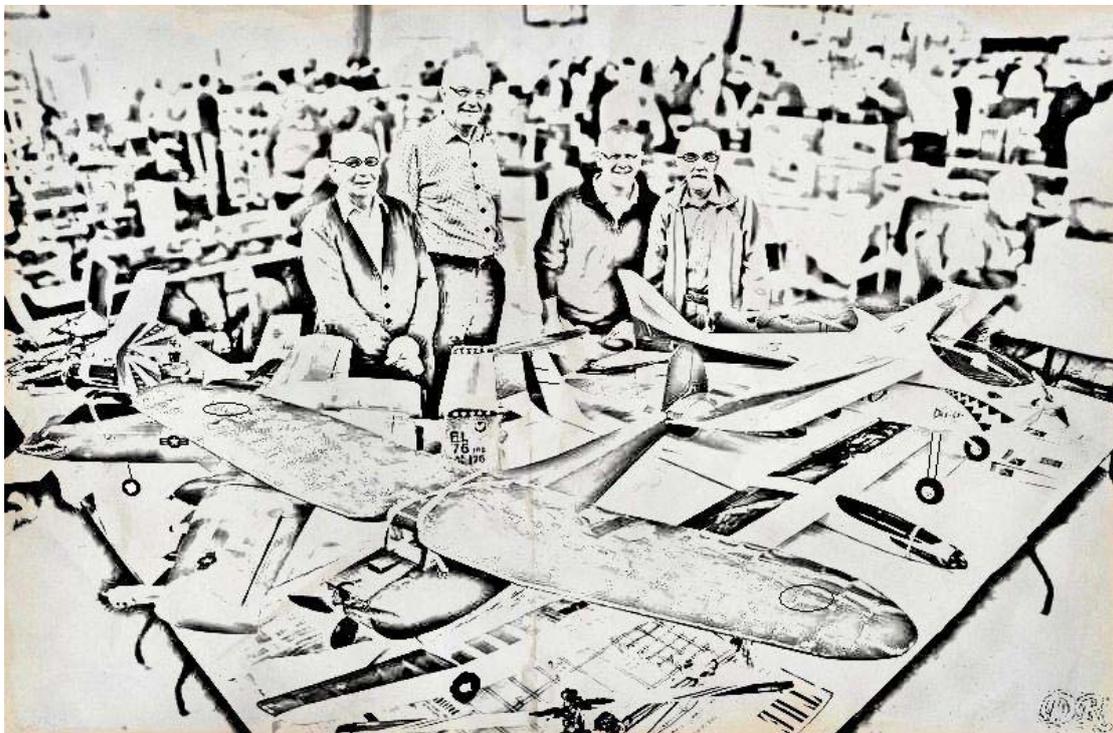
Davie Davidson Memorial Trophy

George Whelan

BOC Nowasco Trophy

Willie Findlay

Spot the Difference
Ten to be found



Flying Site Word Search

J	G	T	R	C	H	I	P	F	G	G	Y	J	P	L	R	A	Z	T	N
Q	H	P	P	U	W	F	I	E	E	F	H	N	S	A	K	Q	L	K	C
A	N	L	I	K	B	G	J	H	S	V	G	J	T	X	J	E	N	F	D
Z	T	M	U	L	R	E	U	J	E	H	F	K	R	A	U	O	U	C	E
X	G	O	H	O	R	J	N	K	D	Y	D	L	A	W	C	U	G	A	W
C	B	K	H	M	R	K	K	N	C	T	D	O	T	K	G	O	H	I	W
V	R	N	I	J	D	L	H	M	A	R	S	Y	H	D	C	K	Y	R	S
B	F	I	L	N	V	O	J	M	I	C	S	S	F	I	N	D	O	N	X
D	V	J	L	H	T	I	H	H	K	V	H	E	I	T	W	F	T	O	Z
U	E	B	O	B	I	U	N	Y	I	G	W	I	N	G	A	S	X	M	A
R	D	U	F	E	M	J	H	U	U	D	E	C	E	N	X	Z	Z	O	Q
R	C	H	A	D	K	N	B	T	N	I	G	G	L	U	V	C	Q	U	B
I	Q	V	R	C	J	M	G	O	H	V	E	G	L	I	N	B	S	N	A
S	A	T	E	D	N	G	M	F	G	C	W	V	A	K	L	M	E	T	R
G	Z	F	G	D	Y	M	R	B	F	D	Q	G	M	M	H	L	D	O	M
F	K	D	B	D	I	H	F	F	T	E	L	R	I	C	K	O	G	P	E
D	U	X	O	R	A	A	S	D	D	F	F	G	H	J	K	L	P	M	A
D	M	N	B	V	Z	X	Z	A	Q	W	E	R	T	Y	U	I	O	N	K
S	S	T	C	Y	R	U	S	G	F	D	S	A	Z	X	C	V	V	B	E
L	Y	N	E	O	F	S	K	E	N	E	L	K	J	H	G	F	D	S	N

How many flying sites can you find in the grid above



Whose Legs are These

Lyne of Skene Site

We all knew Calder Park was dooomed, aayyee! Destined to become a football complex and not properly maintained since 2009. Hence last year the hunt began for a new site.

Around early May last year, whilst some were flying at Calder on a Tuesday night, a chap appeared and spoke of a distant land where flying would be welcomed and asked if we would fly a demo at a forthcoming show. The notice was too short for that and alas nobody remembered the gent's name.

Roll on several weeks later and same chap re-appeared (thankfully persistent) and spoke with Derek R about the site at LoS.

To cut a long story short, word was passed to the committee who visited the site and spoke with the owner who wanted nothing more than the Club to participate in the annual BA Vintage Weekend. Deal done!

Now you will have noticed a Stone Circle in the centre of the upper field. What about it?

The Breemie Stone circle came into creation on 1 May 2004 at the hands of Alan Brownie (our landlord) and Jason Schroeder.

It is connected to the '3 worlds' cosmology and built with Sacred Geometry and Ceremony.

The Recumbent stone (looking SW) mimics its horizon being the Barmekin Hill at Echt.

The 21m circle is built on a mid shelf called Broomhill and aligns

itself with Barmekin Hill (iron age hill fort), West Echt, Sun Honey, Midmar Kirk stone circles and Blacky Duds on the Hill of Fare on the South Westerly aspect and on the East West diagonal, the Flankers and Recumbent align with the dominating Mither Tap.

The word 'Breemie' was chosen by Alan as it comes from the old word 'Breem' meaning 'Broom', which is the more common name for the yellow blossoming bush we see growing all over Scotland, which originally covered the hill.

It is also in honour and respect of the previous land owner 'Breemie' Watt.

Alan worked for him as a young man and he only sold the land to Alan's father with the condition it would be passed onto Alan as he got older.

Nine of the eleven stones came from a large glacier granite erratic on the other side of the valley which had been dynamited forty or so years ago as a field clearance. After doing ceremony it was decided that these stones would be brought back together again to make up the circle.

Of the other two smaller stones at the back of the circle one is granite with veins of quartz crystal criss crossing through it and quite delicate.

The other is Red Jasper like the one at Easter Aquorthies stone circle outside Inverurie.

So now you know.

(info from www.sacredway.co.uk)

Welcome to ADS

Info for new and prospective pilots

Are you keen on aviation and always fancied being a pilot? Have you been to Modelzone and bought an expensive model with little or guidance given – well your answer may well be here. Please read on.

Aberdeen & District Soarers is a friendly well established model flying club formed in 1978 by a group of modellers with an interest in radio controlled gliding. Historically the



main interests have been thermal and slope soaring, but this has also grown to include the flying of a variety of electric powered models.

Weather permitting, ADS meet at the field behind BA Country Store,

Lyne of Skene at weekends all year round and on Tuesday evenings through the summer and are always keen to gain new members from beginners to those with a wee bit of previous experience.

As well as flat field electric and winch flying, members also use slopes such as Cairn O'Mount, Bay of Nigg and Brimmond Hill to fly gliders and purpose built slope soarers using the up draught of air off the slope.

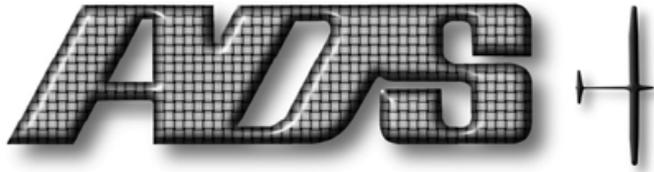
Club membership currently costs £12 for adults and £6 for juniors with obligatory third party insurance at £29 per annum via the Scottish Aeromodellers' Association (SAA).

ADS also hold a number of fun and competitive events and outings through the year with the emphasis always on enjoyment for all.

If this has whet your appetite for flying models, then pop along to LoS for a chat and further advice on how to get started. Information is also contained within the Club website which can be found at www.fly-ads.co.uk.

An application form is on the reverse of this page if you are ready to take the plunge.





Aberdeen & District Soarers

**MEMBERSHIP
APPLICATION FORM**

Return with Fee to
Gerry Mitchell,
49 Countesswells Crescent
Aberdeen
AB15 8LN

Surname	
Forenames	
Preferred Name	
Date of Birth	
Address	
Postcode	
Telephone Number	
Mobile Number	
Email Address	
SAA Number	
Safety Awards (SAA, BMFA, Other)	
Flying Disciplines (Electric, Gliding, etc)	
Other Information	

Please note that ADS is a gliding or electric flight Club.