



## ABERDEEN AND DISTRICT SOARERS

Newsletter No.26

7 Ashgrove Road West

Aberdeen

JULY 1986

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So another year starts as its predecessor ended - weather awful. Do you recollect Alan Stewart's words in the last newsletter - 'May 1986 bring 15kt winds and booming thermals'. As I write this note, we have just experienced over a week of March winds at the end of May. Most of these winds have been unflyable. We'd better just learn to take each opportunity to fly as it comes and not put it off until tomorrow (in spite of 'she who knows best's long list of domestic chores still outstanding from last year!').

Some of you will have spent the long winter creating your dream model for '86. Let's see them. After a eager start in 1978, my Slingsby T46 is at last awaiting a suitable wind. At a fifth scale, spanning 136" and weighing 7 1/2 lbs (of which 2 1/2 lbs is lead), it should be a floater at just over 11oz per square foot.

My second completed model is my first PSS (power slope soarer) - a North American F86 Sabre. Today it flew for the first time - see the building and flying report on page 2.

So come on the rest of you, out with your new models. At the very least get building. There are a few rumours around of some of you phoning a certain gentleman called Pat Teakle who kits 1/4 scale gliders - hesitate no longer, part with the readies! We also hear that there is a yellow Sligsby Skylark about - it might even have been at Radioglide. How about all these scale jobs getting an airing one of these days?

Now to apologise for the delay in producing this year's second newsletter. No excuse really, the task has just been put off time and time again (some building and repairing and, even some flying are more enjoyable occupations).

P.S.

You will note that the above was written some time ago. Since then the weather has faired and the T46 has flown (photos to prove it are available).

Graham Donaldson

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## NORTH AMERICAN SABRE F86

Reading through the various magazines over the last few months, there is ample evidence that there has been a considerable growth of interest in PSS models. Having an interest in scale and semiscale models (believe it or not), my appetite has been whetted over some months to try PSS for myself.

Problem number one was what model to select. A number of kits exist, a number of plans are available and a host of 1/72 scale drawings are around. Should the model be prop or jet driven? What size? What have others built? Its amazing the sort of question one keeps asking. Perhaps always putting off the final decision.

In the end I aquired a copy of Ron Collins' F86 plan. The Sabre is a good aircraft to look at, and the plan had all the character of the original. So the decision was made.

A phone call to Marrionville Models confirmed that foam wings were available, so an order was placed. The remainder of the construction was very simple - just balsa sheet and block. So within a short space of time and not a lot of shaping, the bare bones of the F86 emerged. At this point a number of other calls were placed on my time and it was not until April (well after the winter building period was over) that the time to complete arrived.

Problem number two, how to finish the model? A fairly rapid choice of Solartex for the flying surfaces and glass-cloth and epoxy for the fuselage was made. But then the major finishing problem emerged, what colour scheme should I adopt? Much searching through magazines, reference books etc did not provide a scheme that attracted me. Have you noticed most models of the F86 are in silver with yellow trim?

Finally Brian Ord came to my rescue with at least six out of the ordinary paint schemes. Almost any colour was possible - but which to choose? Obviously one's limited artistic ability must reduce the choice. Time also plays a part and the thought of repair (we all break them!). Finally the Italian 'Cavallion Rampante' of the 4a Aerobrigata was chosen - upper surfaces all black with yellow and white trim plus roundels and the underside Italian red white and green. I think it looks quite good!

Problem three - will it fly? The simple answer is yes - straight off the board (well out of my hand on top of the Hill of Fare). A steady 15/20kt wind from the southwest was blowing a she flew superbly - just ask Brian. No further problems were encountered, its just a matter of waiting for the right wind, climbing the hill, throwing it off and imagining oneself in the cockpit.

Why not try PSS for yourself?

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RESULTS OF WORDSEARCH

The following members identified correctly the hidden words, and as they were the first three correct answers will receive free 1986 membership. Thanks to all participants.

Paul Shepherd  
Mike Pirie  
Anthony Sims



GUESS WHO?

