

ADS



ABERDEEN AND DISTRICT SOARERS

Newsletter No.42

September 1990

*Whitlam Farmhouse
Newmachar
Aberdeen*

COMING EVENTS

International Postal Challenge - 16th September - See this issue of call Dave Norris.

Taylor Trophy - 30th September - Huntly field

Leuchars Air Display - 22nd September

Dinner Dance - 19th October - At the Cammachmore for the usual grub and Disco. A raffle with some attractive prizes is also being organized. Price £7.50 each. Please let Jim Masson know if you're coming.

AGM - 13th November - Cammachmore

COMMITTEE CONTACTS

Chairman/Safety OfficerJim Anderson 641110
Treasurer/Membership/Newsletter Editor..... Richard Holt 06513 2777
Secretary..... Andy Thoires 712008
Competition Secretary.....Dave Norris 740374
Social Secretary Jim Masson 896794

CHAIRMAN'S REPORT

The Greenhouse Effect goes on! So far, the summer has been glorious, with really good turn-outs and great fun on Tuesday evenings and Saturday afternoons. (In fact, the only really bad day we have had that I can remember was on the Saturday of our Hazelhead fly-in - we were reduced to flying Richard Holt's computer - however, this was more than made up for by the next days - see separate report.)

A minor phenomenon this year has been the emergence of the Flinger, and then the Flinger mini-bungee, culminating in the Great Flinger Contest. It is such an easy contest to hold it could become a regular affair. Who will design the Super Flinger?? In the meantime, I have plenty of spare plans for those interested (and they're free!)

Anyway, with surprising speed, we have been reminded that Autumn is almost upon us these past couple of weeks, with darkness falling at 9.30 and the 9.00. Notwithstanding, there are still a few flying evenings left before it gets too dark, so lets keep up the good turn-outs. Telephone any of the committee, or the regular fliers Tuesday tea time or Saturday morning for venue. Hope to see you out there.

Jim Anderson

International Postal Challenge

The following details have been recently received from Brian Sharp.

Rules:

A 10 min time slot (working time) is allowed to each competitor in which to produce an exactly 6 min flight, timing to start on release from the line and to stop on contact with the ground.

Timing is to stop at the end of the working time even though the aircraft may still be in the air.

You may have as many launch attempts within the working time as required, however the last is the one which is to be counted.

At the end of each flight the competitor should attempt to land on a clearly marked spot, bonus points being awarded for closeness to the exact centre.

Flights may be flown individually or with several people flying at once.

5 rounds are to be flown by each competitor to produce his final score.

Launching is to be by power winch with 200m line (400m total), or with hand winch using a maximum of 175m Of line. (use your normal 150m lines if you want).

Scoring:- 1 point for each second flown up to 6 min (360 points).

1 point deducted for each second over 6 min.

Landing exactly on the spot = 100 bonus points.

Each metre away from the spot = -5 bonus points, out to 15 metres (30 points).

A landing beyond 15 metres = 0 bonus points.

All measurements to the nose of the aircraft.

Should the aircraft still be in the air at the end of the 10 minute working time, the watches will be stopped and the time recorded is the score. You may still attempt to land on the spot for bonus points.

All scores will be normalised against a perfect score (6 min + 100 = 460 points).

If anyone is interested in competing in this event, it is due to be flown within the first three weeks of September, the 16th being suggested for ADS at either Seaton or Huntly.

Contact Dave Norris.

ADS Fly-In Report

Due to the dismal failure of the open events held by the Aberdeen District Soarers last year, it was deemed at the AGM to hold only one event during 1990 in Aberdeen. This took place on the weekend 30th June - 1st July.

Assistance was gained from the local district council for this event who, with great pleasure, provided a marquee, PA bus and a roped off area in Hazelhead park (where the helicopter champs are held).

By common consent the Saturday was reserved for fun flying and scale while the Sunday reserved for open plus electroslot. The idea being to attract people from the south and persuade some of our newer members that our comps are fun.

On the day Him upstairs arranged for a very large area of low pressure area to be centered over the field. It rained and rained all day Saturday. In the breaks in the weather a couple of flights were made, but more fun was to be had in the pavilion where Richard had set up his computer with a flight simulator programme. Even with the small screen the glider flying option was very realistic.

The Sunday dawned with the large depression over me after seeing the weather forecast. But low and behold the weather was fine all day right up to the fly-off. Twelve flyers, for many of them their first open event, took part in the open with all but one (Simon, who I think had to go and meet his mother-in-law) managing to complete the three rounds.

The results after three rounds were as follows:

1	Norrie Kerr	2963
2	John McConville	2952
3	Brian Ord	2847
4	Andy Thoires	2542
5	Graham Philip	2384
6	Richard Holt	2159
7	Jim Masson	1556
8	Jim Anderson	1402
9	Graham Donaldson	1016
10	Colin Ganley	827
11	Bill Stark	463
12	Simon Boon	511

The results after the fly-off were as follows:

1st	Andy Thoires	(Gold Cloud 100*)
2nd	John McConville	(Algebra 2.5m with ailerons)
3rd	Brian Ord	(Algebra 2.5m)
4th	Norrie Kerr	(OD 100s)

The electroslot was also a lot of fun for all with eight entries the results as follows:

1st	Andy Thoires	(Sonata E/Speed 600/Robbie gearbox)
2nd	John McConville	(Sientius/Graupner + gearbox)
3rd	Ian Cowieson	(EPS 2000/Graupner Speed 600 d/d)
4th	Graham Donaldson	
5th	Jim Masson	
6th	Richard Holt	
7th	Norrie Kerr	
8th	Colin Stewart	

There was even time during the day for two half-hour fun flying sessions with Allan and Graham's big scale models giving an impressive display from the power winch and formation flying of Graham Philip's and Allan Stewart's power models (just to show those of

you that did not come that there was something for everyone!

With a bit of luck next year the weather will be better, there will be more fun flying, and food for consumption.

Andy Thoirs

Scottish Nationals - Open & Electroslot - 5th August

Sunday 5th August dawned fairly cloudy and windy. As I arrived at the Pitreavie playing fields I met Andy Thoirs and Norrie Kerr looking much the worse for wear having been there flying on Saturday and partaking of the usual Saturday night festivities. Perhaps this explained their performances later that day!!!

The open comp wasn't one of the most successful comps for ADS. However Brian Ord made his day winning one of his slots fairly convincingly using the Ex-Norrie Yellow Peril. Funny how models fly better when they're second-hand...

The wind strength kept up all day and there was a fair amount of destruction. A model belonging to Colin Sparrow from Glasgow dived vertically from launch height and was buried right up to (past??) the leading edge. Another plane belonging to Andy Lewis lost a wing panel on launch and eventually ended up going through the window of an empty house and embedding itself in the wall opposite! Food for thought if you're ever thinking of flying without insurance...

At the end of the day ADS members' placings were as follows (out of a field of 27):

Brian Ord
Dave Norris
Andy Thoirs
Norrie Kerr
Scott Cowieson

The club had more success in the Electroslot comp. Despite the very strong winds by then, most entrants elected to fly. The lightly-built low-powered models struggled manfully in a wind for which they were never designed - all very stressful for the pilot! However at the end of three rounds of a field of 11, ADS members were placed as follows:

Dave Norris	3rd
Andy Thoirs	4th
Ian Cowieson	5th

For those members who have never been to a Nationals before, I would thoroughly recommend going - even if only as a spectator. Pitreavie playing fields are on the edge of Dunfermline. The Nationals are held there every year, at the beginning of August. See you there.

Dave Norris

First Flinger Competition 21 August 90

With the recent rapid breeding of the Flinger in ADS, (at the last count there were eight), we decided to hold an informal fun comp on a Tuesday evening at Seaton. For those of you who don't know, the Flinger is the old favourite hand launch glider the Flinger, designed by Larry Jolly and originally published in Model Builder, the American magazine in 1984.

This current craze, started by Jim Anderson at the end of last year, has quickly caught-on. Its popularity is due to it being quick to build, cheap and very easy to transport (none of that lugging 4 metre wing panels up the hill then 15 minutes to assemble), it'll even fit in the average car without removing the wings. What's more, this model is particularly versatile, being fun and efficient on the slope, while easily towed on the flat. Bungee launches are particularly impressive. With a bit of wind and a full length bungee, it goes virtually out of sight. So if your not already building one, why not resurrect that old 27mhz set, or use a cheap 2 channel car set with a couple of mini servos, and nip down to GTI and get some balsa.

Anyway, less of the sales pitch and back to the comp. The rules are particularly simple, four flights at any time with one throw-away, no maximum time, 20 second bonus for spot landing. Two half-length bungees have been made up out of one old surgical rubber bungee by Andy.

Results:

Richard Holt	451
Graham Donaldson	366
Jim Anderson	329
Norrie Kerr	320
Andy Thoirs	281
Ian Cowison	172
Colin Stewart	48

The plan on the opposite page is a shot down of the original Flinger plan. Redrawn plans can be obtained from Jim Anderson.

Richard Holt

New Aerofoil for Flinger

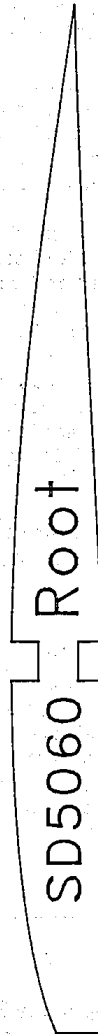
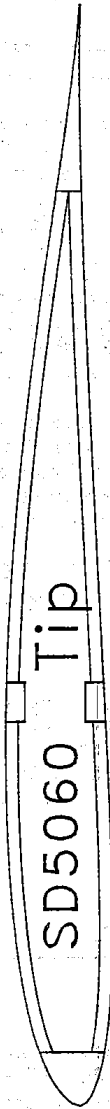
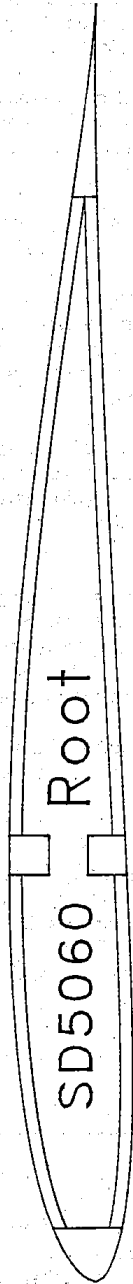
One of the new aerofoils to come out of the recent Princeton University wind tunnel tests (Selig/Donovan), was the SD5060. This aerofoil is designed for best performance at very low Reynolds numbers and is therefore particularly suited to narrow cord winds. I've recently built a Flinger wing to this foil, and so far it appears to offer a significant duration improvement over other E205 Flingers in the club.

The SD5060 is thinner than the E205 and under-cambered, and therefore requires extreme care to get an accurate aerofoil with built-up construction. I've positioned the spars flush with the outside, rather than beneath the 1/16" sheet/cap strips. This small increase in spar separation considerably increases the spar 'I' value and therefore strength in bending.

	Thickness	Camber
E205	10.48%	3.01%
SD5060	9.45%	2.30%

Richard Holt

SD5060



KIT REPORTS by NORRIE**Rookie 72"**

Upon being asked to build a Rookie for a junior, I said why not, anything that brings fresh blood into the hobby must be a good thing. The Rookie was designed by Mr Test Fly Overlonggrass, (that shows your age if you remember) Boddington.

Opening the box reveals a lot of strip wood and several die-cut balsa sheets, numbers, letters, printing, descriptions zero. A blueprint plan and 2 sheets of photo copied instructions were also included, looking at the plan and reading the instructions I came to the conclusion, find a black bag and file for future reference.

Two days later the question was asked "what about so and so's aeroplane?" that's not an aeroplane that's - - - - I replied, but then decided a challenge is a challenge.

The plan is fairly precise as toward dimensions, unfortunately the numbers quoted in the instructions do not necessarily correspond with the plan and in some cases do not seem to exist so it was decided to ignore the destructions and build off-the-plan. Most of the parts were very good, however quality of the wood ment that weight was going to be a problem. apart from the tail feathers which were soft, light and warped.

All went together fairly easily but I did not like the method of cutting down wing ribs to make the tips and construction methods here were a bit suspect (more about this later). Once finished and covered it looked, well like a Rookie. Radio installation was straight forward and balanced an the C of G with a woodscrew and extra layer of trim strip on one tip to bring lateral balance up to scratch.

Test flying showed a horrific left turn due to more washout on this wingtip than the other. I was right about the construction methods. A bootfull of right rudder cured this until the heat gun could be applied. Approx 2oz of lead was added to the nose and the tow hook was moved back 1/2" and she became very stable. Bungee launches were dead straight and hands off, but duration was limited but with a small model this is to be expected.

On the slope it should be quite a forgiving model and very stable in a straight line but due to the flat centre panel/tip dihedral set up, turns can lose a lot of height unless carefully done.

Conclusions

An inexpensive kit but not really for the beginner unless he can think constructively. For the price, quality of parts is very good but wood selection too hard, although this helps make a strong model at the expense of performance. Flying characteristics OK for the novice if detuned but with the throws increased can be quite lively. 0.75cc Merlin underpowered for power pod use, 1cc would be better and would give a beginner more air time.

Total construction time 20 hours.

Norrie Kerr

Robbe Arcus

After dabbling in the Electro Slot scene for a little while it appeared to me that I required a competitive model in a hurry for the Scottish Nats. The Arcus appeared to fit the bill so a kit was hurriedly purchased. The quality was superb and it went together very quickly, (but not in time for the Nats) even though it took 2 days to find out the mixing ratio for Stabilit Express (buy a small tube and work it out).

The Plura fuselage is a beautiful moulding but care has to be taken in cutting out, gently stroking through until separation is the name of the game, rather than trying to cut through

in one.

It was decided to go for ailerons in the wing although Dihedral and Polyhedral are options with rudder only if required. The wings are supplied with spars and aileron cables built in with a very dense polyurethane foam core and balsa skins. The only dislike I had is the angle of the aileron wires relevant to the horns which would give a large increase of drag (not really wanted on this type of model) so I substituted modified closed loop connectors installed in dowels in place of the horns supplied.

Total construction took about 5 hrs including working out motor and gearbox positions, and covering took about the same, as it was decided to follow the box. At present the model is unflown, but for general sports flying it should be a superb performer and J Mc who has flown one on the slope equates its performance to the old Ric Lorente Witch, which was a real dream machine.

Conclusions

A superb kit, well thought out, beautifully presented and should make an excellent flying machine. Only drawback the stickers supplied should be carefully checked and cut as the wing/ tail dimensions are different to the model as built.

Fitted with a Keller 22/9 this model should be able to climb OOS within about 30 seconds and on a day with good lift, one hour flights on one charge should be within limits, or a lot of fun and aerobatics for at least 30 minutes per charge.

Can anybody lend me a Keller??

This model can be built glider only and would be a superb performer.

Norrie Kerr

Sitar's Record Breaker

The accompanying 3 view may be of interest. I found it whilst going through some old "Model Airplane News" magazines (from 1958 onwards - looking for Waco Biplanes - if I ever get round to building one!).

Also shown is the development which in 1977, captured the Absolute World Speed Record, at 242.90 mph. That is, the fastest speed ever attained by any R/C model (either power or glider). Incredible! It was estimated that the model reached a terminal speed of 274.2 mph during the record breaking flight. Build one, and lets try for the record at Balmedie!

Seriously, Whilst these records were broken 13-14 year's ago, the models still have a very topical shape, and would make a fantastic (and pretty simple) slope model in simplified form (the originals were built to millionths of an inch!). If anybody wants them, I have the E182 coordinates.

Norrie, this is the Big One for F3F!

Jim Anderson

WORLD RECORD CLAIMED

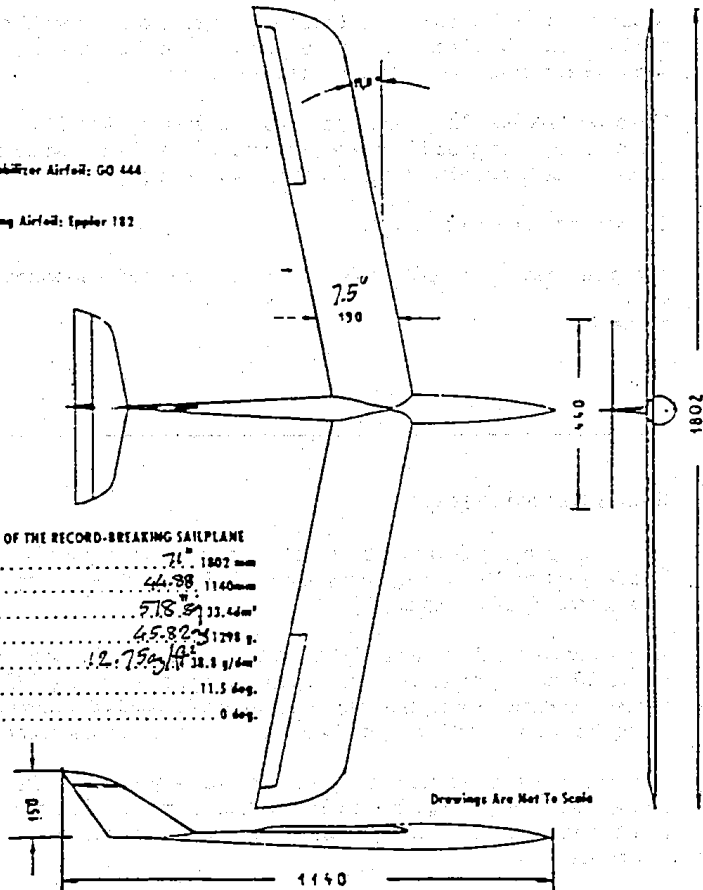
RC Glider Hits 188 MPH

The Federation Aeronautique Internationale (FAI) has announced a claim by Werner Sitar of Austria for a new RC Glider Speed Record of 303 km per hour (188 mph) set on May 29, 1976.

John Worth of AMA has furnished SAILPLANE with the accompanying drawing and specifications. Months of planning and preparation went into this apparently successful attack on the world speed record by Werner Sitar. The model (F3B) was first thermalled to an altitude of 400 m (1300 ft) from which it was dived in preparation to making its first pass through the timing gates. The pass in the return direction was made from a like altitude.

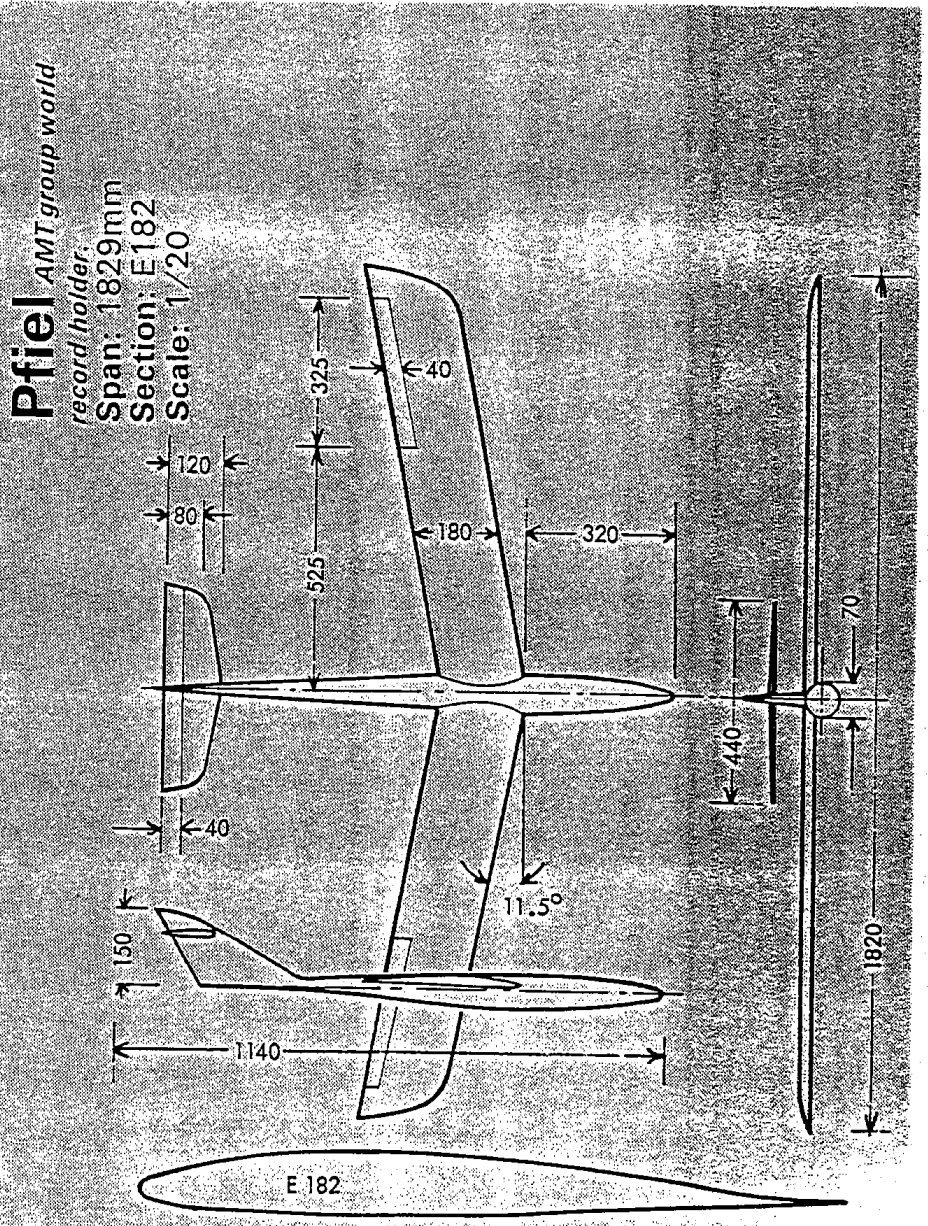
Stabilizer Airfoil: GO 444

Wing Airfoil: Eppler 182



SPECIFICATIONS OF THE RECORD-BREAKING SAILPLANE

Wingspan	710	1802 mm
Overall Length	1140	1140 mm
Wing Area	32.4	dm²
Overall Weight	4582	g
Wing Loading	12.75	g/dm²
Sweepback	11.5	deg.
Dihedral	0	deg.



Pat Teakle Plans

The following four pages show the excellent range of large scale sailplane kits available from Pat Teakle

West Mendip Sailplanes

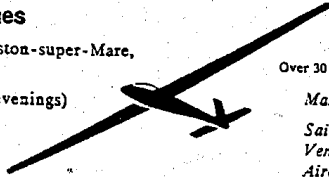
16 Byron Road, Locking, Weston-super-Mare,
Avon, BS24 8RQ.

Tel: Banwell (0934) 822147 (evenings)

Workshop:-

Rear of 55 Jubilee Road,
Weston-super-Mare, Avon.

Tel: _____



PAT TEAKLE

Over 30 years experience of Radio Controlled Model Aircraft

Manufactures of:-

*Sailplane Kits for Radio Control
Veneered Polystyrene Foam Cored Model
Aircraft Wings for the Trade
"One-Off" Foam Wing Specialist*

Date _____

Dear Mr. _____

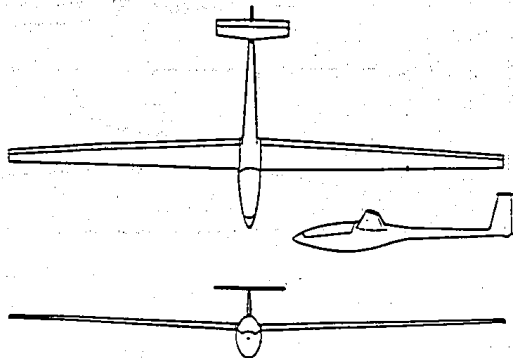
SCALE SAILPLANES

Thank you for your enquiry and request for details of my range of scale sailplane basic kits.

A basic kit comprises:-

White fibreglass fuselage with 1/4" plywood ribs set into wing root fairings.
Clear canopy and plywood frame parts. Obechi veneered foam wing panels, with 1/4" x 1/2" ramin spars inlaid top and bottom. (Top spar runs to tip). Nylon tubes also inlaid for aileron and airbrake control cable. Cable and hardwood leading edge supplied. Obechi veneered foam rudder and tail plane with elevator cores cut out. A drawing is supplied showing my assembly method.

From the basic kit the modeller can complete the sailplane using his own selection of stock size balsa and non specialised hardware, according to personal preference.



PIK 20

150" Wingspan;
1/4 scale;
4 channel radio;
Weight 9-10 lbs;
Wing loading approximately
19-20 oz per sq. ft.

Price 80.00

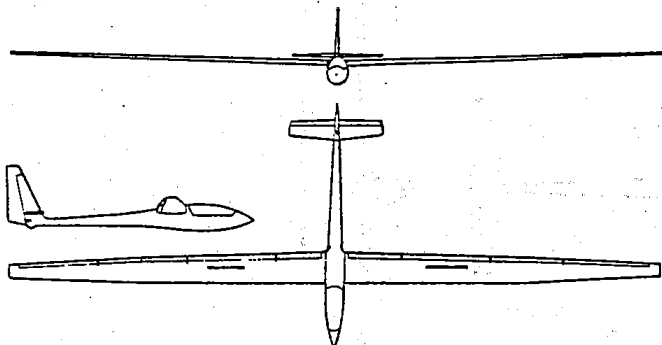
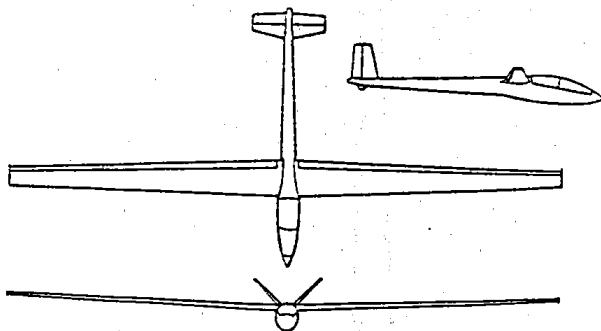
Carriage 10.50

H.P.18

150" Wingspan;
 1/4 scale;
 4 channel radio;
 Weight 9-10 lbs;
 Wing loading approximately
 19-20 oz per sq. ft.
 Vee Tail
 Reviewed R.M. Jan. '88

Price 78.00

Carriage 9.00

**ASW 17**

198" Wingspan;
 1/4 scale;
 4-5 channel radio;
 Weight 12.5-14 lbs;
 Wing loading approximately
 22 oz per sq. ft.

Price 86.00

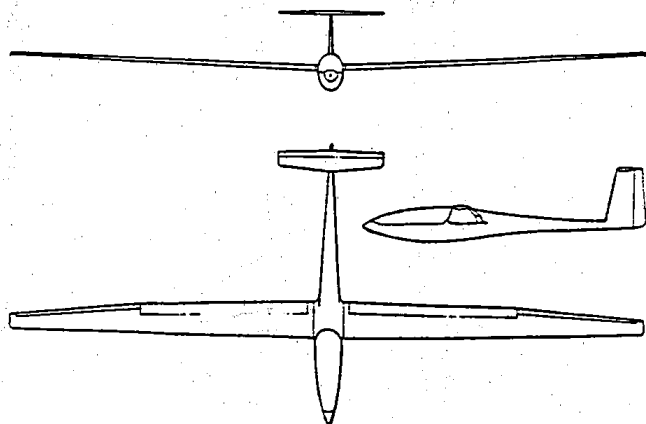
Carriage 10.50

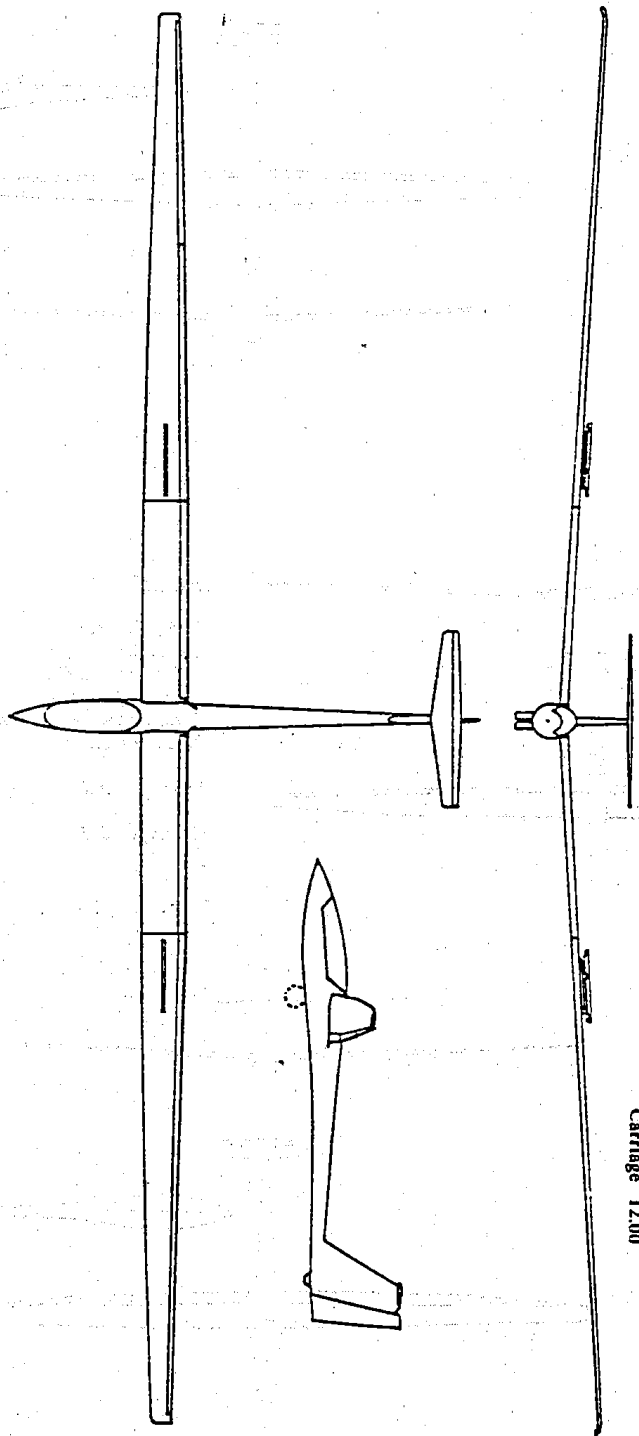
VEGA

156" Wingspan;
 Near 1/4 scale;
 4-5 channel radio;
 Wing loading approximately
 20 oz per sq. ft.
 Reviewed R.C.M.W. Sept. '85

Price 80.00

Carriage 10.50





ASW 22

238" Wingspan;

1/4 scale;

5 channel radio;

Weight 15 lbs;

Wing loading approximately

17 oz per sq. ft.

4 piece wing, tubes fitted

for aileron servo cables;

Price 96.00

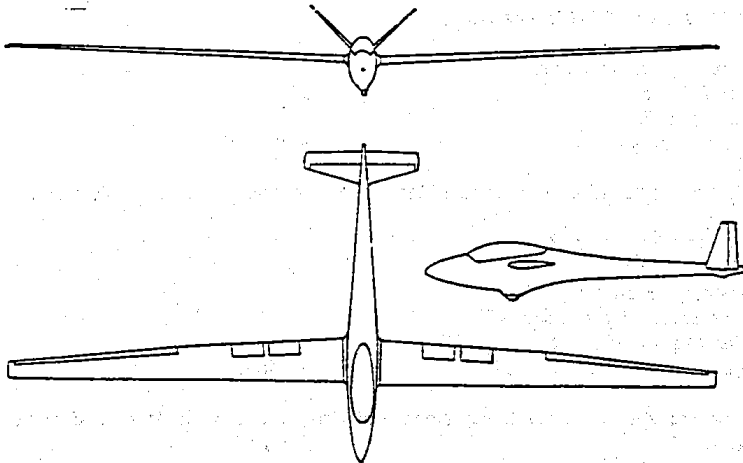
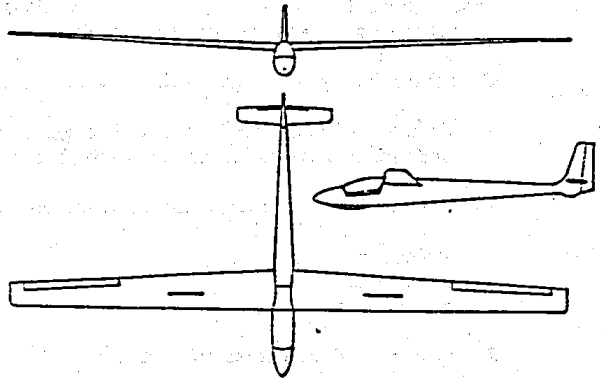
Carriage 12.00

DART 15

118" Wingspan;
 1/5 Scale;
 4 Channel radio;
 Weight 5.25-6 lbs;
 Wing loading approximately
 14-15 oz per sq. ft.
 Balsa Tailplane and Rudder.

Price 58.00

Carriage 8.00

**SALTO**

145" Wingspan;
 1/4 scale;
 4-5 channel radio;
 Weight 8 1/2 - 9 1/2 lbs;
 Wing loading approximately
 20 oz per sq. ft.
 (canopy frame, parts not
 supplied);

Price 76.00

Carriage 9.00

Kits are despatched via the carrier ANC and are delivered direct to your door.

I hope that this is of help to you. If you require further information please do not hesitate to ring (most evenings).

Irish¹ Commercial Pilots Licence!

(Lifted from NIMSA News, who lifted it from Batchat, with thanks)

Time Allowed 2 Hours

Pass 5%

(do not attempt to write on both sides of the paper at the same time)

Candidates Full Name.....(5 Marks)

- 1 On the front of the VHF radio set is a switch marked "ON/OFF". In which of these two positions can you expect to receive the best reception? (10 Marks)
- 2 What is the main airport of Eire, situated on the banks of the Shannon?
- a) Shannon
b) Balmoral
c) Ulan Bator (5 Marks)
- 3 a) When an aircraft takes off does it go:
- up/down/sideways/north? (5 Marks)
- b) When you take off do you go:
- up/down/sideways/north/depends what you take off? (5 Marks)
- 4 Name the odd one out:
- VC10/DC8/QE2 (10 Marks)
- 5 If an aeroplane has a lot DRAG it means:
- a) The pilots dress up as hostesses
b) The air holds it back
c) It is very boring to fly
d) It is being towed by a tractor (5 Marks)
- 6 If two red balls are displayed on the Signals Mast by the control tower does this mean:
- a) The controller is a Red Indian?
b) There is a bulls-up in ATC?
c) There is a bloody bulls-up in ATC?
d) There are two bloody bulls-ups in ATC?
e) An Ulsterman had a complaint about ATC?
f) There is a glider somewhere around? (5 Marks)
- 7 How would you know if you were flying along Red One, if you are colour blind or at night (but not both)? (5 Marks)
- 8 Which position of undercarriage should you use when landing:
- up/down/sideways/north? (5 Marks)
- why? (10 Marks)
- 9 If the visibility at a airport was reported as 100 metres, what would you expect to find on finals:

1 American readers - for Irish read Polish
Polish readers - for Irish read Russian
Russian readers - for Irish read American
Irish readers - congratulations (5 marks)

- a) Fog
- b) Thunderstorms
- c) Windy
- e) Sheer terror
- f) Aer Linctus landing cross-wind
- g) The Gas Board spare-parts dump

If one metre equals 39 inches, how far is 100 metres (in metres)
(give your answer in metres) (50 pfennigs)

10 Is an Isobar:

- a) An ice-cream parlour?
- b) A do-it-yourself clothing repair shop?
- c) The Czar of All the Russias?
- d) A line of equal atmospheric pressure? (5 Marks)

What happens when isobars cross? (25 Marks)

11 Who was the first person to fly the English Channel:

- a) St Patrick
- b) Edmond Andrews
- c) Victor Mike Charlie
- d) M Bleriot (5 Marks)

Which way?

- a) From France (2 Marks)
- b) From Ireland (10 Marks)
- c) By Aeroplane (5 Marks)
- d) To England (No Marks)
- e) By Mistake (Skid Marks)

Why? (25 Marks)

12 What is the opposite of a cold front?

- a) Hot behind
- b) Warm Front
- c) Cold Backside
- e) Fianna Faile (5 Marks)

14 Who was Victor Mike Charlie anyway (5 Marks)

15 You are flying from point A to Point B on the chart below. With the aid of a rule, draw the track of the path you would hope to follow.

(Extra paper is available, calculations may be used.)

Point A x	Point B x
--------------	--------------

(1 long Mark)

When completed, hand to examiner (5 Marks)

- a) Between two Five Pound Notes (75 Marks)
- b) Between two Irish Five Punt Notes (Deduct 75 marks)

Letter from Frank Skilbeck

15 Pippin Close
Newent
Glos.
GL18 1TW

Dear Richard

Sorry its taken so long to get round to writing, I'm glad to here ADS is thriving, sad to say that I've done very little gliding this year. With moving house, starting a new job and the new arrival, a little boy on 13 March 1990, time has been very short.

I have however joined the local model club, Newent and District Model Aircraft Club, but flying this year has been confined to power flying. I did check out one local hill earlier this year but the conditions were unfavourable and resulted in the demise of my Phase 6. The Sonata E was finished and has been successfully flown both at the flying club and the field in front of the house. There are several other club members flying electric and several have thermal soarers so we'll have to get a bungee out.

The club is quite small (approx. 30 members) but well organised with a thriving junior section building everything from RC power to free flight gliders on Thursday evenings during the winter at the local community centre where, they have a dedicated workshop. During the summer, Thursday evenings are used to train the juniors with some of the several club trainers.

Back on the subject of gliders their are many sites not too far from where I live, the Malverns being the closest but the Cotswolds are also pretty near. I will have to check these out next year.

To say that I haven't done any gliding is not strictly true as I built a free flight Kiel Kraft Dolphin glider which I've flown from a local field. It's more difficult than it looks and would make a good fun comp.

Let me know how things are in Aberdeen, has Graham flown his ducted fan yet? Anyone else built anything unusual or noteworthy?

Must go now but I'll try to write before another 12 months fly by. Regards to all.

Frank Skilbeck

Well Graham how about it?

For those new members who did not know Frank, he was an active member of ADS for a number of years, including chairing the committee. ed.

Members List

Last Name	First Name	Telephone	SAA Certificates
Adamson	William	06517 2221	
Allan	Douglas	790500	
Allen	Bert	861406	
Anderson	Jim	641110	
Bain	Douglas	685843	
Barnes	John	06512 2368	
Boone	Simon	780448	
Brown	Angus	0569 64144	Silver Sport
Cowieson	Ian	820037	
Cowieson	Scott	820037	
Davidson	David	692922	
De Salvo	Danny	732242	
De Salvo	Dave	732242	
Donaldson	Graham	486961	Silver Sport
Ganley	Colin	0569 64276	
Grant	Ronald	714454	
Greenlee	David	322018	
Hamilton	Tom	310306	
Holt	Richard	06513 2777	Silver Soaring
Irvine	Graham		
Kerr	Norrie	324722	Silver Soaring
Lock	Ron	733693	
Madison	Gary	734924	
Masson	Jim	896794	
Masson	Neil	896794	
Mitchell	Gerry	324828	
Morris	Dave	742776	
MacDonald	Donald		
MacPherson	Tom	0569 63868	
McConville	John	824179	Silver Sport
Norris	Dave	740374	Silver Soaring
Ord	Brian	698449	
Philip	Graham	0569 64209	Silver Sport
Satterley	Mal	0569 62980	Silver Sport
Scott	Craig	0569 64905	
Sherriffs	William	06517 2590	
Simmers	Paul	825868	
Smith	Allan	321536	
Stark	Bill	640560	
Stewart	Alan	722663	
Stewart	Colin	722663	
Taylor	Gordon	319075	
Thoirs	Andy	712008	Silver Soaring
Youngson	James	699288	

Total paid up members 44

Those not yet paid up, note the following rhyme penned by Ron Lock after receiving the last newsletter!:

*The Postman came and brought to me
 A Newsletter I am always pleased to see
 But what a shock when on page 12 I spied
 My Membership fee I'd forgotten to provide
 So here's my cheque a little late
 Hope you'll forgive a flying 'mate'
 And include me on your members list
 In the next edition for Aberdeen and Dist.*

Thanks Ron

For Sale and Wanted

-
- Robbe Arcus - Immaculate and unflown, see kit report. Set-up for Graupner motor and gearbox. £105
- President Bi-Fly - Black and white sunburst finish c/w Merco 61 just run-in. Super big aerobatic biplane. £120 (or will split)
- Scale 94" - Low wing racing Tiger Moth DH91A ideal for big engines but will fly on a 61. Model complete ready for covering, scale documentation etc. included. £50
- Mirus - Delta wing aerobatic model flies on a 25 - 60. Fast and fun but stable.
 Norrie Kerr Tel. 0224-324722

Model Building Service - Fast accurate, jig built, kits, plans, own designs. £3.50 hr + materials as required.

Norrie Kerr Tel. 0224-324722

Wanted - RC Model World, January & February 1990 issues to complete collection.
 Jim Anderson Tel. 641110
