Committee - George Whelan 208617, Derek Robertson 821368, Neil Davidson 712458

JUNE 2000 NEWSLETTER

Well here we are almost half way through the year; you wonder where the time has gone. I don't believe from an ADS point of view that it has been a very auspicious year to date. The pub nights at the Cove bay hotel were reasonably well attended and I think we should look to continue the format over the winter months and try and organise a variety of activities for the members, start thinking about it now. The Saturday slope flying was a limited success; the first one in January was blown out by high winds. The other 2 days in February and March were good days at Barmekin, again the attendance was nothing to write home about, approximately 7 people on each occasion. Finally the slope day on May 7th was poorly attended with just three members, the day on the Cairn 'O' Mount was brick lifting and very warm and sunny. Meantime the Saturday thermal flying at Calder park has been miserably attended, if no body is turning up why vote for the changes in the first place. I think the current attendance record seriously jeopardises our credibility to hold the club competition on 3rd & 4th June.

The current position with Calder Park is that the proposed developers have been asked for additional information by Aberdeen Council and the proposal will be presented again to the planning committee on 2nd of June. If it is successful it will go before the Scottish Office.

ADS have been given the use of some land at Raitshill farm at Udny Green. With a view to keeping the maximum number of options open we propose to use this as a Sunday flying venue. An area of grass has been cut for our use but the adjacent rectangular field may be more suited to our needs. The owner Bob Rothnie is very sympathetic to model flying having stirred the sticks himself in the past. We will persist with our efforts to get a move to Hazelhead Park meantime. - Site map

Couple of interesting articles this issue.

a) A novel method of making glass fuselages, looks fairly simple to me, go easy on the epoxy resin.
b) For those of you with an electronic bent a simple model finder.
c) This issue plan is a simple HLG. I am sure you can scale up the plan to full size.
d) Another article from Stan Yoe's website, a simple guide to how radio control works.

We have been asked if we want to partake in an engineering exhibition at the Exhibition Centre on 18th-19th November. I understand we can have a couple of tables and also hang up some models from the sky.

Some dates for your calendar:-

3rd - 4th June	Club comp and fly-in at Hazlehead Park.
10th-11th June	Back up date for fly-in and comp.
24th-25th June	Slope soaring nationals. Bishop Hill. Kinross, Fife.
2nd July	F3J Mossmorran.
9th July	100S Mossmorran
16th July	BARCS Open Glen Craig
23rd July	Thermal & slope Fly in. Fairlie.
30th July	Barbercue & fun-fly Calder Park.

RollFuz - Single Seam Rolled Fuselages

I have been using rolled glass fuselage booms since 1975. This method may be used for tail booms or in the case of my Prospector design the boom is continued forward to the wing leading edge. A sandwich of two layers of acetate film, with suitable glass layers in between is rolled around a tapered mylar mandrel, which has former at the front and a circular section at the tail. The following drawings should give an idea how the method works.

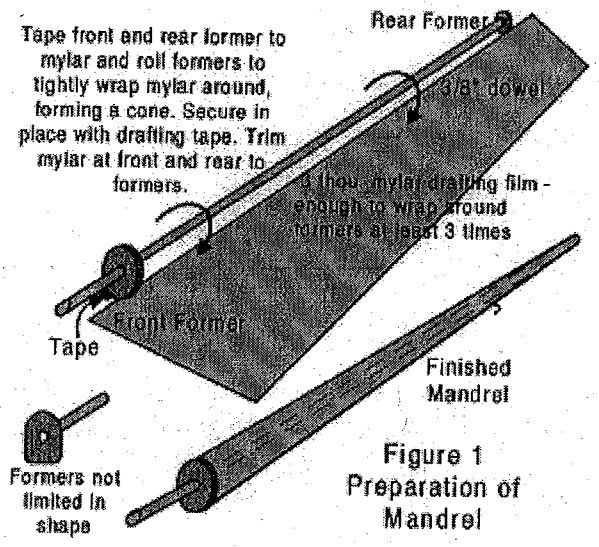


Figure 1
Preparation of Mandrel

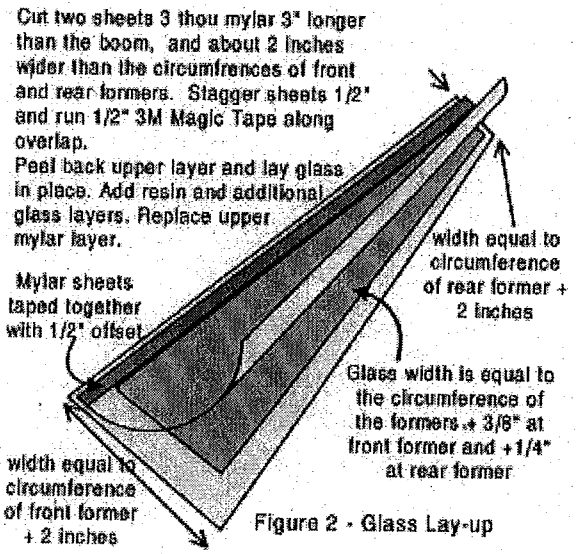


Figure 2 - Glass Lay-up

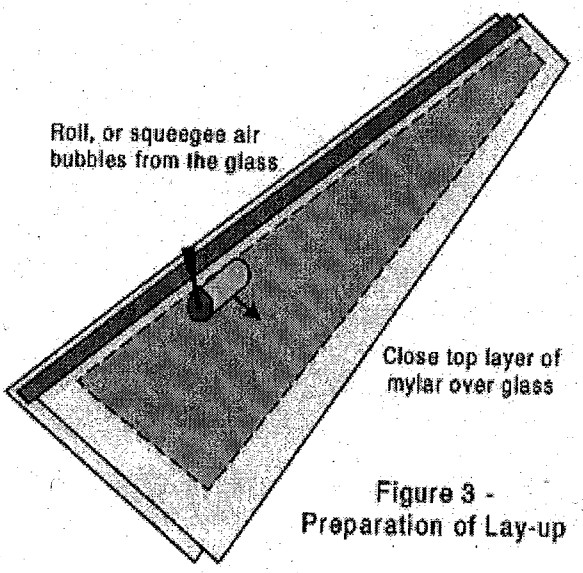


Figure 3 -
Preparation of Lay-up

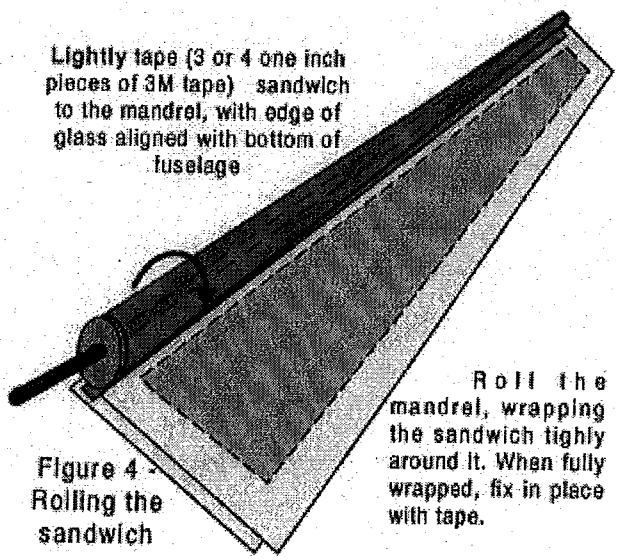
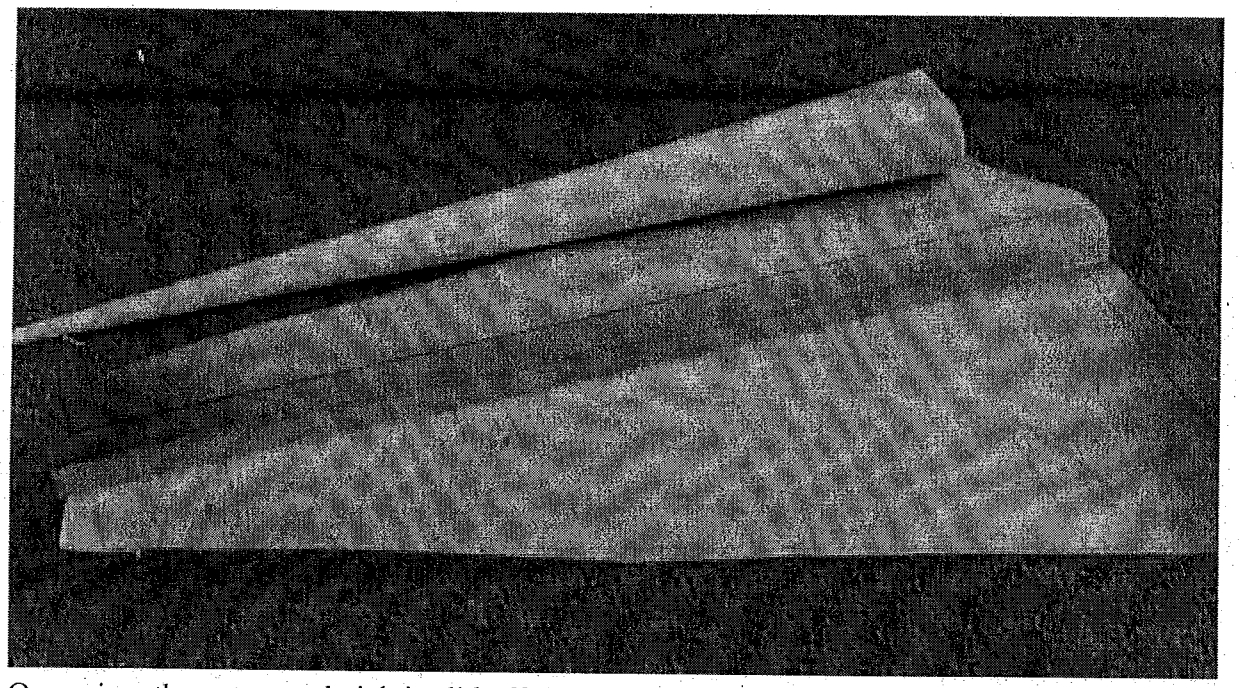
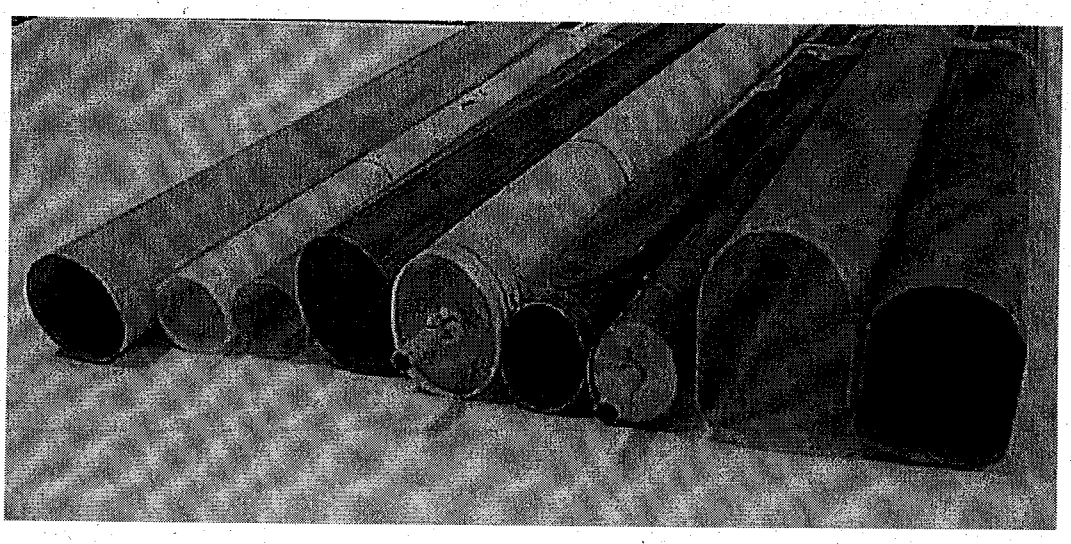


Figure 4 -
Rolling the sandwich



On curing, the outer sandwich is slid off the mylar tube. The acetate layers are now both inside and outside the glass tube and have to be removed. The resulting glass boom has a single opening with a 3/8" overlap which is glued with CA. Instead of acetate film, mylar may be used, but I find the finish using acetate is far superior. This system has been used on everything from 1/2A pylon racers to 15 foot cross country Thermal soarers. This method is equally applicable to rolling 1/2" diam. ballast tubes. I have never seen anyone else use this method.

The acetate I use is 3 thou clear in a 36" roll which was purchased from a drafting supply company. Regular drafting mylar works just as well, but is expensive to purchase. If you know anyone in the drafting game, I'm sure you can get off-cuts for free. Even 6" wide strips will do a fuselage 1.75" diameter. Old discarded drawings will work too. The mat finish on the mylar will wash off with acetone giving a clear glossy surface, but this is not really necessary if the fuselage is to be painted. The acetate sheet does not need any release wax is the resin will not adhere to it. Most of the mylar I have used will also separate without waxing, but occasionally I get some that will not release. Do some tests before using it. I normally use coloured pigment in the glass layup and the boom does not need painting except for a little touch up on the seam. The finish is usually better than I can achieve by painting anyway."



From left:

1. Tail boom of 15 foot Overlander XC model circa 1985