



# Short Finals

Calder update p7

F&M and its impact on activities  
Battery packs-how big is yours?  
More tales about trimming  
Survey results & review  
Soaring and the SAA...

Just slip me `n` the lads  
a "pony" each, and the  
balloon's yours .....  
can't say fairer than  
that, can I gov?

'Need more ballast'  
'Where's Norrie?'





Well fellow sufferers, it's been a disastrous three months for ADS and the many other clubs and organisations that depend on access to the great outdoors as a means of escaping a life of domesticity. How many good men has the Foot & Mouth epidemic doomed to a sentence of DIY ... weeks of tiling a bathroom, re-decorating the bedroom, or a fate worse than death... a day of excruciating misery at the IKEA store (and the subsequent work that this involves!).

Or maybe you've been lucky enough to actually get started on a new model?

Since this whole thing started, many of our usual slope soaring sites have been closed, and we implemented a self imposed ban on flying at Calder Park, due to its close proximity to both Parkhead and Lochinch farms. After a month of "chomping at the bit", and with no sign of the disease moving further north than the Dumfries & Galloway area, we obtained permission from both the farmers to resume activities at Calder, provided we didn't stray onto their properties to retrieve a downed plane (alternative arrange-

ments were made to cover this situation).

Within 10 days of this happening, the "toon" ranger for the area conducted another risk assessment at the site and decided to close it down, primarily to put a stop to people walking their dogs on the park ... and that's the situation as it presently stands.

The Arts & Leisure Dept. at St. Nicholas House was contacted to ask if they could relocate us on a temporary basis until such time as Calder Park was back in the frame. The reply came in the form of a two sentence letter suggesting that we use the area on the sea front, between the golf course and the Seaton high-rise flats. Wow! They really put themselves about to accommodate us, didn't they? How do you fancy dodging golf balls, whilst weaving through the kite flying brigade ... I think, not!

**COVER PIC:** *Arthur Daley lookalike, club sec. Neil Davidson, along with some of the team who manned the ADS stall at the Aberdeen Kite & Hot Air Balloon Festival back in July 2000.*

As far as slope flying is concerned, we know that Elrick hill is open and have only recently heard that Durriss has also been granted public access, so here's an opportunity for a bit of stick wiggling should we get a N to NW wind during the weekends. Cairn o' Mount is a bit of a grey area .... there are no signs at this location, but the estates both east and west of the summit are all displaying notices asking people to stay out. So I guess it's up to the individual to decide whether or not to fly there. **[FLASH: CoM now OPEN]**

A couple of weeks back I was sitting at home (in my now familiar "grumpy" mode), a pleasant 10 knot NW wind blowing and lamenting the current loss of Brimmond. In an effort to cheer me up the wife threw me this peach. "Never mind, when it's open again," says she "it'll be like going up an old friend!" A questionable turn of phrase that had me laughing for 10 minutes.

And finally, still on flying sites. We were offered the use of two separate "fields" in the Cove / Findon area, by a family whose son will have (by the time you read this) joined ADS. The first site is less than 150yds north of the Cove Bay Hotel, on a steep slope, leading down to the sea cliffs ... looks great for slope soaring, but it's a bit touch and go because of nearby housing and a landing area that's tighter than Rod Stewart's trousers. It seems a real pity, places with adequate parking facilities and a pub within a stone's throw are about as rare as hens' teeth. Anyone else fancy a look ... another opinion would be appreciated!

The Findon site is considerably bigger but was found to be unsuitable. A combination of dry stone dikes, barbed wire fencing, the odd house or two strategically misplaced and no parking facilities.

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Moving on ..... or is it back? For the last of the club's winter meetings, held on 13th March '01 at the Cove Bay Hotel, Guy Taylor of Soarhigh Models agreed to come along to display a selection of the kits and accessories from the huge range that he currently stocks.

There was basically something for

everyone, hand launch gliders, indoor / park fly electric, the competitively priced "Twinstar", up to top of the range Eraser and Pike thermal soarers. Beautifully finished planes with no building involved, just add the servos, Rx and battery pack and you're ready to fly. The one that particularly caught my eye was the Voltij (to be reviewed in the next QFI), a stunning looking slope aerobatic machine, around 2 metres in span. With a price tag of £185, it would have caught my wife's breath had I taken one home! ("Not this year, dear", she told me.)

Browsing through the accessories corner, I was tempted to buy a set of the Volz servos for my current project, but was taken aback when I discovered that they were £35 each (comes as a shock when you normally shell out £7.99 for a Hi-tec). To be fair to Guy, he also stocks the complete range of Hi-tec servos too, and it's worth visiting his shop in Turriff, which I did and came home with a set of metal geared units at a little under £20 each. Wish I'd married someone with money, though!

Incidentally, word on the streets is that two of our club members have now acquired F3J "Eraser" thermal soarers from Guy, so look out for those in the coming months.

After mulling over Guy's goodies for an hour or so, surprise guest Ron Russell rounded off the evening with a talk on his gliding experiences, and sharing his thoughts on trimming and ballasting for optimum performance. One interesting piece of information to emerge during the Q & A session that followed, was the news that the SAA are intending to introduce the "silver" award as the minimum entry qualification for competitions. (Note, not a public display, but a competition... does this mean that the "bronze" safety award, will be rendered worthless?) A minimum of "silver" would have ruled out a significant number of those who competed in last years NATS, I would have thought.

With the likelihood of some impressive models on display, we had hoped for a larger turnout on this, our final winter meeting. However, our thanks go to both Guy and Ron for providing the ten ADS members present with a mouth-watering look at what's available, and how to extract the best performance from these models.

## SAA / Thermal Soaring gulf?

Having already distributed a copy of John Barnes's "Pitreavie Question" letter to the SAA in a previous newsletter, I don't feel it's necessary to cover old ground here, other than to say that the issue was over site suitability re the SAA's new "No flying over roads/buildings" criteria and obviously has implications relating to Calder Park, Hazlehead, etc. However, the SAA appear to be taking things a stage further in a move which is likely to alienate thermal soarers still further.

They (the SAA) have committed to print that "Soaring has now joined the ranks of other activities that are no longer socially acceptable." No, I am not kidding, just read that again. They cite the case that thermal soaring actively uses all the sky when looking for lift, often with fellow pilots having their backs to each other. They point out that power flyers have to obey strict club rules to fly within specific areas and all face the same way, and feel there is no reason why soarers should not have to obey these "normal" power club rules.

It doesn't take a genius to figure out that these constraints would severely hamper our flying activities and make normal soaring flight impossible from our present sites. In essence, what this appears to indicate is that local conditions/restrictions dictated by a club, site itself, altitude and/or common sense are no longer relevant and should be replaced by an arbitrary power club ruling. I also wonder what implications these "power rules" have on free-flight or cross country flying?

Andy Lewis, a Fellow of the SAA, former thermal soaring CD for Scotland and life-long aeromodeller has, I've been reliably informed, "volunteered" to represent the thermal soaring community in all future negotiations with the SAA. None of the present committee have the experience or desire to get involved in the debate, but have written to Andy on behalf of ADS to offer our support and wish him luck. I can pass on Andy's address to anyone who wishes to add their own voice of support to the thermal soaring cause. **DR**

## Watt's your Capacity?

Mike Pirrie

When buying a battery for your electric model, one of the things you have to consider is the capacity. What is meant by capacity? The capacity is usually stated in milli-amp hours (mAh) and is an indication of how much energy is stored in the pack. Put another way, it indicates how long the fully charged pack will supply a particular current until it is discharged. The higher the capacity, the more energy is stored and the longer the flight will be (for any motor/prop/model combination). Of course you have to remember that the penalty for increasing capacity is increasing size, and more importantly, weight.

O.K. suppose for argument's sake, you have chosen a 2000 mAh battery pack for your electric glider. What does this figure mean and how can you make best use of it?

First of all, let's sort out the terminology. The capacity in mAh is the product of mA (milli-amps) and h (hours). So  $\text{mA} \times \text{h} = \text{mAh}$ . A milli-amp is a thousandth of an amp. In theory a 2000mAh battery would provide:

2000mA for 1 hour ( $2000 \times 1 = 2000$ )

200 mA for 10 hours ( $200 \times 10 = 2000$ )

20 A for 1/10 hour ( $20,000 \times 1/10 = 2000$ )

I say in theory because in practice the usable capacity actually declines with increasing current. The nominal capacity stated on the cell refers to a discharge rate of 0.1C (where C is the nominal capacity).

Charging and discharging rates can also be calculated and are usually defined as a multiple of the nominal capacity (C). For example, for the 2000mAh battery, a rate of 2C would correspond to a current of 4 amps and a rate of 0.1C would correspond to a current of 200mA.

You can also see that the time taken to charge your battery from flat at a rate of 1C would, in theory, be 1 hour. Charging at 2C, it would be 1/2 hour.

A useful formula for calculating your motor run time is:-

*Run Time (minutes) = Cap.(Ah)/Current (A) x 60*  
*e.g. a motor drawing 20A from a 2000mAh battery*  
*will run for: 2(Ah)/20 x 60 = 6 minutes*

Conversely, the average current during the flight can be calculated from:-

*Current (A) = Bat cap.(Ah)/Run time(mins) x 60*  
*e.g. the average current used for a motor run*  
*time of 6 minutes would be:-*

$$\frac{2(Ah)}{6 (minutes)} \times 60 = 20A$$

A final note on capacities. Dramatic improvements in flight times are promised with the new NiMH 3000 cells (Sanyo and Panasonic). I have just ordered a pack of the Panasonics for the Magician. I'll let you know how I get on.

Finally, for anyone contemplating building the Stephen Mettam Fantrainer (I'm currently building no. 3 in the club!) I have made a very accurate plywood template for use in the construction of the fan shroud and is available for the asking. **MP**



*Mike and the E-Magician enjoying another balmy (or barmy!) tropical day at the field, sensibly protected from the risks of over-enthusiastic sunshine exposure by a diligent application of Goretex! Sexy bonnet, Mike.*

## Negative “Gee”!

*John Barnes*

It had seemed a good idea at the time. A new competition brushless motor and controller combo to try out for electrosport events and more lively fly-for-fun flying. Previous experience with powerful motors had shown the benefit of keeping cable runs as short as possible to maximise the voltage available at the motor terminals (i.e. pulling power!).

All cables were duly cropped to a just-enough-to-solder length and connections soldered on (just). A quick test run in the workshop cleared the shelves of lighter items immediately, a good portent for sparkling flight performance. There was now just the matter of a suitable model, one with enough nose length in front of the wing LE to allow the use of the 15”-16” props needed to maximise the motors design potential of 100A on 7 cells.

Well, the **Reichard Modellsport** “Elipsoid” ARTF glider seemed to fit the bill perfectly. 2800mm span, nice glass fuselage with enough nose length for monster prop use, very nicely finished built-up wing panels (Profilm covered). A 2-piece wing, with a substantial 5/16ths joiner rod through the fuz to hold it all together. And the canopy just dropped into place. Just perfect, so it naturally came home with me!

As it turned out, there was just one teensy-weensy problem I had overlooked when assessing the model for the new motor. By making the cables on the motor/controller shorter than a political promise there were no wires to bend or loop for installation adjustment. I had created a straight powertrain some 13” long. Remember the bit about the canopy fitting perfectly? Yes, with a canopy-access fuselage, the connectors from the controller to the battery pack now rested comfortably underneath the wing joiner rod location. Impossible to reach, of course. Well done, Einstein!

I’m impressed with the quality of the Elipsoid kit and recommend a look by anyone seeking a decent sized electric soarer. Mine will no doubt be flying one day with another power train. Meantime, I now better understand why the serious competition electric soarers have bolt-on wings with underwing access! **JB**

**Dear ADS members,**

One of your “pilots”, and I use that term very loosely [*Et tu, Yoda*], passed me a copy of the excellently written **SHORT FINALS**, namely the silvered tongued one on the front of the March edition. Brian Ord’s article on trimming has stirred my keyboard into action due to his ideas being very similar to my own on most points except one.

The true surface part of any model is the most important starting point as far as I am concerned, along with the CG being within reasonable limits. The other tests carried out by Brian are also used by myself with the exception of the lateral balance one.

This is due to an interesting experience I had many years ago, in fact so many years ago I am now using the same design as my Classic entry in Open comps, namely my 1980 designed **Montana P80**.

The model has a built up wing of a fairly light construction with wing mounted ballast tubes, therefore small amounts of lateral imbalance should be much more noticeable as the ratio of ballast to wing weight is fairly high, or so one would have thought.

During an OPEN event at Elvington Airfield, in the days when the Harrogate club had a good turn out of fliers at league events and helping hands were very much in demand and time was short between slots, ballast had to be loaded or dumped at short notice.



*Tony Bennett sings Pitreavie! Or is it RadioGlide CD Andy Lewis crooning the praises of ADS flyers yet again? Note the natty St Johnstone 1884 Saints Collection shirt which Andy bought new at that time.*

*"This is due to an interesting experience I had many years ago..."*

During one such dumping exercise, the aircraft was hurriedly reassembled and launched, winning the slot. The rest of the day was completed without any noticeable handling problems. On tidying up at the end of the day it was noticed that one of the 4.5 oz. slugs of ballast was not to hand. A thorough search of the calf-deep grass in the pits area did not reveal the missing piece of lead. Presuming the slug of lead was buried deep in the tufts of grass somewhere on the airfield, a new piece of ballast was made and placed in

the ballast transportation container.

The missing 4.5 oz lump of lead was found some time later, when some going-forward material was required at another competition. When attempting to load lead into the ballast tube, it was found to be impossible to get the correct number of slugs into the tube. Closer inspection of the tube

revealed the “lost” lump, which was still in the tube from the earlier event! It was removed, cleaned and now resides in the cupboard as a spare to this day.

The time between “losing” and finding the piece of ballast, which included the British Nats, Scottish Nats and Radio Glide, without any noticeable flight change, was 14 MONTHS!

It might be a good idea to do a lateral balance check, but I have not carried out this action since the early 80s when I last left my slug up the spout! Very good magazine, keep up the excellent standard. **Andy Lewis**

### \*\*\* Calder Park Update - 15th May \*\*\*

I contacted St. Nicholas House yet again, hoping for some news on the lifting of "Foot & Mouth" restrictions at both Calder Park and Brimmond Hill, and spoke to Andrew Gilchrist, at the Environmental & Consumer Protection Services Dept. He informed me that all sites will remain closed until a meeting between the Arts & Rec. Dept. and themselves has taken place, (probably within the next 2 weeks, but no firm date has yet been made) and that he couldn't be certain of the outcome of the said meeting.

So, in a nutshell, fellow sufferers, we'll have to wait until the beginning of June to hear any news ... and even then, it may not be good!

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For those of you who don't remember what's on the back page, **just a quick reminder about our major fun-fly/competition weekend at Hazlehead on the 2nd and 3rd of June.**

Anything goes on the Saturday, and it may even be your first opportunity to fly in 2001, so stuff your car with planes and make the most of it. Sunday kicks off with Tx control and pilots' briefing at 09:00, for a prompt start (hopefully?) to the 100s event, followed immediately afterwards by the OPEN competition.

We'll keep our fingers crossed that the weather gods allow the 2 day event to take place unimpeded. Unfortunately, none of the organising committee are available on the following weekend, therefore the 9th/10th June back-up dates are cancelled. **DR**



Satrosphere. A bemused member of the ATC team listens while ADS glider-guider John Barnes explains how Jim Selkirk's terrific OS91 D/F Saab fighter would fly much better with a towhook fitted! (photo: P&J)

### ADS at Satrosphere *Keith Donaldson*

I would like to thank all those members who turned out to help at the exhibition at **Satrosphere** on May 12th/13th. Once again Gents, you managed to put on a terrific display with a range of superb large models hanging from the roof and a great variety of exotic models on the tables. Together with members of the **Aberdeen Aeromodellers** club, there was superb representation from the modelling fraternity. Hopefully there will be a picture or two in the next newsletter. We didn't make any money out of this, but I feel it is in the clubs' best interests to remain in the public eye, and it is always good to get together for a natter, what with the lack of flying given the Foot & Mouth crisis. Well done, everyone!

#### **Trip to Deeside Gliding Club**

Whilst at Satrosphere, a couple of us got nattering to the chairman of the Deeside Gliding club (yup, the 100% scale jobs!). He suggested ADS might like to organise an afternoon and evening jaunt out to the famous Aboyne site. The club could provide us with suitably discounted flights in the full-size gliders, a barbeque, and they also have a bar. They would be happy to host some model flying with the use of their runway - perhaps an ideal opportunity to impress with our model aero-towing skills? I don't have any prices at this point, **but would all those interested in attending, sometime over the next month or two, please get in touch with myself** so that I can get a rough idea of numbers. My contact details are on the back page as usual.

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Finally, back at Satrosphere, ADS member Graham Irvine was talking to Squadron Leader Alan Campbell, leader of the 1295 Air Training Corp team at the exhibition (excellent RTP flying demo, team). Graham says the ATC group would welcome any useful "surplus-to-requirements" r/c models and/or equipment to aid its progress into this most worthy of activities. So cast an eye over the workshop/garage/loft and under the bed to see if you have anything suitable which may aid the ATC war effort. A bit of a sort-out may help daylight penetrate the workshop windows once again! More in the next issue. **KD**



*Saturday 10th Feb. '01, Elrick Hill. Suffering from an extreme condition known as LOSS (Lack Of Slope Soaring) Keith Donaldson enjoys (?) 40 minutes of fighting the elements in the only decent "blow" for two weeks. Keith finally gave up when a couple of cross country skiers offered to carry him back to his car.*



*Alan Stewart on a sun-drenched, fuel-soaked afternoon at Calder Park pre Foot & Mouth time. Delightful vintage style lightweight model is perfect for calmer days so gets aired about once a leap year! Frog "Centurion" variant with a finger-munching PAW 2.49cc diesel engine. Don't know if that's a transmitter between Alan's knees or he was just pleased to see us.*



*Your editor couldn't pass up an opportunity like this. Booming lift off the cliffs at Durness during a short April break in the windswept north west of Scotland. This 20 knot howler would have kept the proverbial "brick" airborne, but played havoc with both my hairstyle and my landing! Fortunately both made it back to the car in one piece! MFA High Sierra, r/e and no brakes. Laugh a minute.*



A great pic for a caption competition! Your editor bravely load tests the tail feather joints on Graham Donaldson's gorgeous F16 featured in the last issue, while Brian Ord wonders what'll happen when the afterburner kicks in!

## BITS & PIECES

John Barnes

■ Natural Born Fillers. The folks at Polyfilla have come up with a new lightweight filler. Seems similar to the Carl Goldberg stuff I normally use for plastering and early tests (i.e. splodge and sand) are encouraging. Big 600ml tub is also much cheaper! Look out for **Polyfilla LIGHT & EASY**. Found mine at Tesco in Aberdeen!

■ Wouldn't it be nice to have a device which made it a doddle to set the CG on a new model, or easily return to a previously measured "just perfect" CG position after repairs. Something which avoided the room being rearranged by swinging wing panels as attempts to persuade the CG away from the TE progressed. I decided to get myself a **Multiplex Centre of Gravity gauge** to see if life could be made a little easier. It can! Neat device. Handles model weights up to 10kg. Gives a CG reading in mm, or set the CG position you're after and pour in lead until the model levels out. Part no. is **#693054**. A very useful gadget for £16. And no more clattered tips and rearranged rooms. **JB**

## CLUB SURVEY RESULTS

A total of 24 survey documents were distributed to members. The results listed below are based on the 17 returned to the secretary.

### Main interests

THERMAL	SLOPE	ELEC/POWER	SCALE	PSS	COMPETITION
14	15	12	4	3	4

No surprises in the thermal and slope flying dept., but the number of pilots who were either actively involved, or interested, in electric flight is interesting. Neither scale, PSS, nor competition seems to rate very highly.

### Construction

DESIGN & BUILD	BUILD FROM PLANS	BUILD FROM KITS	ARTF
6	15	13	3

Plans and kits are still the favoured source, although almost a third of you are knowledgeable enough (or is it brave enough?) to build from scratch. Only a smattering of ATRF, so most of us know what glue is!

### Membership

OTHER MODEL CLUB	SAA	BMFA	BARCS
8	13	1	3

Perhaps it's not so surprising that the turnouts at regular ADS flying sessions tend to

be variable, when almost half the members may be at another club's site (putting attendances very firmly in perspective).

### **Competence Awards**

NONE	BRONZE	SILVER	GOLD
12	4	1	0

If the flying season ever gets underway, perhaps we can rectify this?

### **Attend the regular ADS flying sessions on**

TUESDAY EVENING	SATURDAY P.M.	SUNDAY
12	15	10

Looks good on paper, but things like weather, other clubs' activities, wives and DIY tend to interfere with the actual attendances. So maybe the 5 or 6 that is the norm for a "fine" day is not an unrealistic figure?

### **What would encourage you to attend more of the regular flying days**

TRAINING TO BRONZE STANDARD	REGULAR CLUB COMPETITIONS	COMBAT FLYING
8	4	3

Hopefully the 8 members interested in the "bronze" schedule will step forward once the flying season begins, remembering that the thermal and slope are two separate awards!

**Would you assist with a novice training programme?** 11

**Would you consider being a committee member?** 3

**Are you willing to help with the organisation of a club event?** 9

**Can you assist in the production of our newsletter?** 1

**Can you help with the storage of club equipment?** 3

**Attend winter meetings?** 14

**Give a brief talk on a model related subject?** 6

A bit of a mixed bag here. As a result of the recent publicity that ADS has attracted, I know

of at least 3 prospective junior members who will be joining our ranks in the forthcoming season, and will require a little guidance from the 11 above.

And finally you were asked if you had any suggestions for improving ADS?

Nothing terribly radical has been thrown up, with the exception of one "wag", who suggested having a topless woman retrieve the winch line. This is not a good idea, and would inevitably lead to members "coming off" early on a regular basis.

Sensible suggestions from those well past puberty, included more qualified instructors at the club, more electric flying and permitting the use of IC powered models. As far as I'm aware, Tuesday evenings at Calder Park are reserved for thermal soaring only (ie. gliders!), but on Sat. & Sun. at the same location, both types of power model can be accommodated with a little extra care.

Several people expressed an interest in aerotowing (see previous comment), and a number felt that owning an inland flying site would be advantageous. With a current membership of 24 this would seem highly unlikely to happen...even assuming that someone could come up with a suitable site.

However, we did look at a site out at Udny Green ... even test flew there. Strictly speaking, it's not a flat field site, the rather small take off and landing area sits on top of a gently sloping north-south ridge. Setting out the winch can be a bit tricky because of the "slope" and numerous dry-stane dykes around, but I do believe that there would be quite a bit of lift around, particularly with a light westerly blowing. Would anyone be interested in thermal flying at this site on Saturdays? Bear in mind that Udny Green is as far north, and a little to the west of Ellon! Feed back gents, please!

That concludes our brief look at the survey. I've found it both illuminating and useful, particularly with regard to getting help for specific tasks, and we, the committee, have tried to address some of the points raised. Thanks to all who participated ... any further comments or observations should be passed on to Keith, Neil or Derek. **DR**

## PROVISIONAL SCOTTISH EVENTS CALENDAR 2001

Month	Date	Event				Venue
<b>APR</b>	8	Open				Mossmorran
	15					
	22					
	29					
<b>MAY</b>	6	<b>ADS Slope Fly-in</b>				<b>Venue TBA</b>
	13					
	20	<b>ADS Thermal "Fun" Competition</b>				<b>Calder Park</b>
	20	Open				Warrix
	25-28	Open	100S	HLG	Electroslot	Oxford (RadioGlide)
<b>JUN</b>	2-3	<b>ADS Fly-in and 100S/Open comp</b>				<b>Hazlehead Park</b>
	10					
	17	Electric Fly-in				Cumbernauld
	24	<b>ADS Slope "Fun" Competition</b>				<b>Venue TBA</b>
	31					
<b>JUL</b>	8			HLG	ScotSlot	Mossmorran
	15	Open				Mossmorran
	22					
	29					
<b>AUG</b>	4-5	Open	100S	HLG	ScotSlot	Mossmorran (Scot Nats)
	12	<b>ADS BBQ &amp; Fly-in</b>				<b>Calder Park</b>
	19		100S			Mossmorran
	26			HLG	ScotSlot	Mossmorran
<b>SEP</b>	2					
	9					
	16	<b>ADS Slope Fly-in</b>				<b>Venue TBA</b>
	16		100S			Mossmorran
	23	Open				Mossmorran
	30			HLG	ScotSlot	Mossmorran
<b>OCT</b>	7	Standby Date				

\*NOTE: Information on non-ADS events published by Dave Bradbury.  
SAA support for any Scottish event sites unknown at this time

### ***ADS COMMITTEE***

Chairman	<i>Keith Donaldson</i>	01358 743322	<a href="mailto:keith.donaldson@trihedral.com">keith.donaldson@trihedral.com</a>
Sec/Treasurer	<i>Neil Davidson</i>	07901 584459	<a href="mailto:neil.m.davidson@btinternet.com">neil.m.davidson@btinternet.com</a>
Events/Editor	<i>Derek Robertson</i>	01224 821368	<a href="mailto:d Robertson@btinternet.com">d Robertson@btinternet.com</a>

The committee welcomes any material of modelling interest for publication, so a few words (& photos please) about one's latest aeronautical creation/experiences/hints'n'tips will be warmly welcomed. The Ed has fitted an extra large letter box in anticipation of being overwhelmed with information!