

ADS



Short Finals



Season's Greetings

AGM Synopsis

Electric Flight

PSS Artistry

BMFA 2001 Nats

The Search



A warm welcome to this, a special Christmas edition of the ADS tabloid. It seemed only sensible to delay publication in order to include a brief report of proceedings at the club AGM and change of faces on the committee. In fact, out go a couple of really old faces, with both Neil Davidson and myself (Derek Robertson) being relegated to the stud farm, with able bodied replacements in the form of Mike Pirie taking over the position of Secretary/Treasurer, John McConville as the new Safety Officer and Jim Ruxton as an additional committee member.

The ever-popular Keith Donaldson remains as club Chairman, but unfortunately there were no takers for the position of Events Organiser! Telephone numbers and E-mail addresses for some of these gentlemen appear at the back of the newsletter as usual.

For the second year in succession the wording of the ADS constitution saw emotions running pretty high, with scenes more reminiscent of the “Gunfight at the O.K. Corral” than an annual get-together of like minded enthusiasts. However, Mike Pirie has prepared a potted version of the meeting for those of you who were unable to attend, which appears a few pages on.

The all new “Davie Davidson Memorial Trophy” was presented to George Whelan on the night by Norrie Kerr, who was a close friend and drinking buddy and who probably knew Davie better than anyone else in the club. Congratulations to George, who also received the NOWSCO trophy, which he will

retain until such time as his 18 min. 32 sec. thermal flight has been beaten. The “DDMT” will of course be awarded annually for the longest flight, regardless of whether or not the above duration is exceeded.

As a footnote to the AGM, there’s no change to the production team for the club newsletter. John Barnes and yours truly will continue to attempt to entertain and confuse you over the next 12 months ... a little help from you chaps, in the form of written material and / or photos, would be greatly appreciated though! You’ll no doubt have noticed that the photos in this, as with previous editions, tend to feature the same “well kint” faces, usually with different



Unbridled joy at the AGM award ceremony as Norrie (L) hands the goodies to George while successfully avoiding the words ‘jammy’ & ‘basket’ in the same sentence!

models. For those of you who seek fame and stardom (a chance to show off those rugged good looks, toothy smile and beer belly), but seldom make it into these pages, I have two suggestions. Either turn out at the flying field / slope more often, or send me a photo of your latest creation (or even an “old faithful” if you prefer) along with a few details on the said aircraft. So how about

it? In the words of my wife, as she stands menacingly over me with loaded dish cloth in hand, “Go ahead punk, make my day!”

Aeromodelling & conjugal rights don’t mix.

In my capacity as hapless model builder and general scrounger, visiting a number of other ADS member’s “dens” has been a real eye opener for me. A converted loft, a garage, and a spare room, spacious modelling Mecca’s, where these guys can rest their ears

Cover Pic: Great shot of Dave Curry winch launching at Calder Park. Dave trying to avoid Santa if those aileron deflections are anything to go by!

and make as much “mess” as they like... I’ll mention no names ... wouldn’t like to embarrass either Bill, George or Mike!

As you may already have deduced, I have none of the above facilities at my humble abode, the only space in the house being a table by the window in OUR bedroom. Until fairly recently, I would complete the entire building process in the bedroom, cutting, gluing, sanding and painting ... but no matter how carefully I tidied up, it was impossible to get rid of all the “stew”. Consequently, any nocturnal “hanky-panky” me and the missus might get up to would result in a dust storm, similar to a good blow in the Sahara (no pun intended!). In fact it ultimately got to the stage that we would shake hands downstairs and retire to bed one at a time so as not to disturb the dust.

Understandably, the wife put her foot down ... very carefully if she were in the bedroom (remember the dust!). The obvious answer as far as I was concerned, was for her to sleep downstairs on the couch, but she was having none of it. A compromise was struck ... I still get to build my planes indoors, but have been relegated to the back garden when it comes to the sanding and painting stage. So to all you lucky buggers in your “dens”, spare a thought for a poor unfortunate who’s standing at his back door on a cold winter’s night, torch clenched between his teeth, sanding block in one hand and a Hurricane fuz. in the other!

Incidentally, our love life hasn’t improved appreciably ... usually a case of “Darling, I’ve got a splitting headache, again.” It’s still the best excuse I can think of!

More on aerotowing.

Not having been put off by my first abortive attempt to drag the ageing “Cobra” aloft (at the club BBQ back in August), I returned to the flying field full of optimism, but this time with a dedicated release servo installed. I had flown this model off Brimmond on numerous occasions since the BBQ and all seemed to be fine.

I met up with John McConville and Mike Pirie at Calder Park. Mike was first up, with John’s Cub pulling the dolly mounted Phase Lift effortlessly off the ground and up to a good

height. This was successfully repeated throughout the afternoon, with the only slight hiccup being an intermittent problem with the release gear in Mike’s glider. No real drama ... when this did occur, John would activate the release on his Cub.

The Cobra was hooked up to the Cub for a pull off the ground instead of a hand launch mistake! My first attempt was destined to be the last for the day! The Cub took off with the



A fine study as John prepares the Cub for yet another aerotow sortie at the club BBQ. (photo: Keith Donaldson)

glider snaking all over the field, but refusing to leave the ground (probably a tad too much down trim on my part). Things had gone pear-shaped very quickly, and annoyingly I didn’t have the presence of mind to release the line before it got completely out of hand. Fortunately, John saw what was coming and dropped the line as my glider cart-wheeled into the ground. Dash! ... if only I’d stayed at home and got on with the dusting, I mused!

Damage, although not severe, left me with both wings suffering from a broken top spar ... the Cobra was instantly transformed into a gull wing model! The fin was a bit chewed and battered too.

When I got home, the wife enquired about my long face. “It won’t fly like this, will it?”,

says I, both wings flapping up and down at the breaks. “It seems to work for the birds, darling!”, she retorted. Talk about kicking a guy when he’s down! There was no answer to that, so I ignored her and continued with my bad mood.

The Cobra has now been put back together and awaits a suitable day for slope testing, before a third attempt at aerotowing ... if John’s patience hasn’t been exhausted yet?

And finally, I’ll finish by apologetising to those of you who’ve had photos printed in the previous newsletters without receiving an acknowledgement ... shouldn’t happen again. From the newsletter production team, all the best for the forthcoming festive season, with hopefully, a foot ‘n’ mouth free 2002.

Which Motor – Which Voltage?

Mike Pirie

Of all the different ways of specifying an electric motor, the ‘voltage rating’ system as used by Graupner in their ‘Speed’ series of motors, is probably the one with which most of us are familiar. For example, the Sp400 comes in 4.8 volt, 6.0 volt and 7.2 volt flavours while the Sp600 comes in 7.2, 8.4, 9.6 volts and higher. This is all very confusing for the modeller who wants to buy the right motor for his/her model but does not have an understanding of what these numbers mean and how they can effect the performance of the finished model.

I will therefore attempt to put some meaning behind those numbers (but will probably only succeed in adding to the confusion!). Here goes

The voltage figure allocated to a particular motor relates to the way the motor has been wound and is an indication of how ‘hot’ or ‘cool’ that motor is. It is a ‘nominal’ voltage and does not necessarily mean that you have to run the motor at that voltage. We tend, if anything, to run motors at higher voltages. For example, the Sp400/6Vs in the Herky run on 8 cells (9.6V). The important thing is that you have to watch the current, as every motor has its limit, beyond which you ‘cook’ the motor. The limit for Sp400’s is generally in the region

of 10 amps. If the current gets too high, back off on the cell count or come down a prop size.

To get back to ‘hot’ and ‘cool’ motors, the motors at the lower end of the voltage range are often wound with thicker gauge wire. Having lower resistance, this type of winding allows the easier passage of electricity, resulting in higher currents. You have a ‘hotter’ motor.

At the other end of the scale, the high voltage motor has been wound with thin wire having a high resistance and therefore has a restricting effect on the passage of electricity. Thus you get low currents. You have a ‘cooler’ motor.

In order to know which direction to go in, you have to consider the pros and cons:

‘Hot’ motors

- * Lighter battery packs
- * Lighter model
- * Faster rate of climb
- * Shorter battery duration

Example:- My Arriba ‘Electroslot’ glider gets to a good cruise height in seconds. This, combined with a good glide angle, gives me regular 20 minute flights.



Mike launching the Arriba at Calder Park. Designed by Colin Sparrow, it’s a nice, well-mannered lightweight soarer which will operate very well on a variety of different motor/pack combos using either geared or direct drive setups. How does he keep his trainers that clean?

'Cool' motors

- * Heavier battery packs
- * Heavier model
- * Longer battery duration

Example:- Dave Curry's 10 cell Junior Sixty with Sp600/12V gives regular 12 minute flights. Dave has gone for low capacity cells to keep the battery weight under control. This combined with a large wing area and very small current draw makes this a successful model.

To conclude, this is a very complex subject and I hope I have got my facts right in the foregoing and that it might be of some help to those starting out in this branch of the hobby.

Well put, Mike. Electric powered flight capabilities have improved considerably in recent years, thanks mainly to developments in battery technology which have dramatically improved motor run times. As an example, the original 1.2Ah sub-C cell is now the 3.0Ah sub-C cell, a 250% increase in capacity (and motor run time!). The smaller 10 x 1.0Ah cells which power Dave Curry's Junior 60 have transformed to 1.7Ah cells in their latest guise, so when Dave decides to renew the present pack he'll enjoy 70% more motor run time. The low cost motor/7 cell pack equipment route continues to provide a top notch fun/£ factor though, and here are a couple more club examples of fine electric ships. **JB**



You just can't keep this guy away from the glue at the moment! George Thomson, a man of substance(s), about to launch his Junior 60. Unlike Dave Curry's version, this one uses a cheap 'n' cheerful belt driven speed 600 motor, fed by an 8 x 2100 pack. (groovy 'shades' by the way, George!)

The Search

George Whelan

Sunday, September 30th was designated for the rescheduled ADS thermal "fun" competition. The day dawned bright but windy, probably 10-15 knots gusting to 30 knots. I turned up at Calder Park with my trusty 100S model. Derek was already at Calder and had the winch set out in a SSE direction that meant launching from by the gate. As per usual at club comps., John Barnes was also in attendance.

After having a bit of chit-chat I thought I would take the opportunity to have a trimming flight before the hordes of ADS turned up for the comp. As usual I connected up the winch line and took up the slack, gunned the winch and released the model into its usual ballistic launch; the winch line screamed and the model went up like a rocket as a gust came through. Near the top of the launch I released the winch pedal ready to dissipate all the stored energy into what should have been a giant ping. "@!\$%&#", I said, as the winch brake refused to engage! (*Now repaired - Ed.*) The line came back off the drum at a rate of knots until it was all paid out, whereupon it caused the model to flip over and off the top, heading downwind at a rate of knots.

As the model sped off I struggled to gain control and get it back into wind. When at last I did it was a goodly distance away and as I fed in down trim to make it penetrate it just went down



Performing his world famous Toulouse-Lautrec impression, Alan Stewart poses with a fine example of the Balsacraft Bearcat. Seven cells driving a speed 600 motor.

vertically. I kept an eye on it until it disappeared out of sight. As it happened Derek and John, who were still chin-wagging in the car park at the opposite end of the field, also observed the peregrinations of my model and took a site line on it. However a couple of hours of fruitless searching in a farmer's field under monsoon conditions failed to find the model, and home we all went, very wet!

The next Sunday I went back over to Calder Park armed with a large scale map, a GPS and some aerial photographs of the area. Taking the site lines of the model from the previous week, I transferred this info to the map, and surprisingly this put the prospective search area outwith the farmers field and over the fence into the country park. I checked this several times from both widely spaced sight lines and came to the same conclusion. Taking the intercept position from the map I transferred this into my GPS, the angle of intercept was quite acute so the scope for error was greater than ideal. The GPS normally has an error of better than +/- about 4 meters but with the Afghanistan business the Americans had reintroduced a positioning error that makes it about +/- 30 meters. I drove around to the park entrance on the Kincorth side, and using both the GPS and map wandered up to the approximate location of the downed model. Unfortunately the area was thick undergrowth up to 2 meters in height and impenetrable. I beat about the bushes for a couple of hours but could get nowhere near the desired location, so I called it a day.

I let about six weeks elapse before I decided that the undergrowth had died back sufficiently to make another search worthwhile, so I arranged to meet Derek on Saturday morning. I explained all the foregoing, showing him the map and photos, and walking up to the general

search area we split up. Derek ascended a bank to one side of a path to start a search and I carried on along the path looking down the hill in case the model had gone even further than the triangulation indicated.

After about 15 minutes, I thought I had gone further than the model could possibly be and decided to cut back through the undergrowth to where Derek would be, when I heard him shout that he had found my glider. Sure enough there she was, and looking in fairly good condition despite laying in hail, rain and snow for 6 weeks. Closer examination revealed a fuselage break at an old wound, the canopy slightly displaced and a small amount of water inside the fuz. The wings and tailplane entirely undamaged. I disconnected the battery and took the model home for further examination.

To date I have cycled the battery several times and it is as good as new, stripped down, refurbished and tested the servosall OK! The receiver crystal checked out OK, but I have put the receiver into some alcohol to dry out the tuning coils. The Fuz I have retired to the bin as I think it has been repaired enough, the wings are good as new and I may use them for some future model. All in all I am really pleased to get the model back, even if it has been wrecked.

Lessons Learned: -

1. Don't be a hero if the wind is very strong ... go to the pub!
2. If you get a fly away, keep your eye on it as long as possible and try and mark the line, then go to the pub again.
3. If you must fly in the wind, get/build a lost model indicator. Celebrate this technical achievement at the nearest tavern.



A delighted looking George at the recovery site ... nice bit of detective work! Another 250 yards further north and George could have picked it up at the Covenanters Inn!

This year's AGM was held in the Cove Bay Hotel on the 13th November and was attended by 16 members – an excellent turnout. The meeting proceeded smoothly under Keith's skilful direction and a break was had at the half-way point for beer and sandwiches.

A full account of the meeting can be obtained from the Club Secretary, but here I will only summarise the main points of the meeting. They are as follows:

1. *The minutes of last year's AGM were approved*
2. *Last year's changes to the Constitution were approved.*
3. *An alternative flying site has been promised by the Council should we lose the use of Calder Park.*
4. *The Davy Davidson Trophy was presented to George Whelan.*
5. *Election of members to new Committee. Elected were: Keith Donaldson (Chairman), Mike Pirie (Secretary and Treasurer), John McConville (Safety) and Jim Ruxton. The position of 'Events Organiser' was not filled.*
6. *Club subscriptions to stay the same.*
7. *Committee to look into a Winter Programme, with suggestions from the floor of an electric forum, competition scoring & procedures, a video evening, and also the possibility of Indoor Flying.*
8. *The Phone-Round list to be revised and re-issued.*
9. *Under AOB, a proposal to change the club affiliation to the BMFA was defeated.*
10. *Under AOB, a proposal that the Constitution be changed so that it stated that the Club be affiliated to 'A National Body' was defeated. (Constitution specifies the SAA)*
11. *Club agreed to pay printing expenses to John Barnes.*
12. *An effort will be made to try and make better use of the various cliff sites on slope days.*

The club will meet at the Cove Bay Hotel 19:30 every 2nd Tuesday over the winter months, with the date for the first get-together to be announced soon, ... hopefully, on the last page of this newsletter.



Chuffed to bits, Neil Davidson at last takes to the air with this all foam 42" wingspan Multiplex Pico Cub. Flies well on a 2.31 geared Permox 400 with a 7 cell N 500 AR pack, but the rather dumpy u/c won't permit ROG's. Come to think of it, Neil's pretty short on the u/c stakes himself, but fortunately he seems to cope OK with the grass at Calder Park!



Member's 'Thing' exposed on Brimmond! but only briefly. Good flying conditions, but first flight ended prematurely when the model decided to throw a wobbly before running into the front of the hill. It's not often you see that happen to a John McConville plane, but the cause of the problem was mechanical (buggered servo), not pilot error. (photo : Mike Pirie)



Timmy Mallot flies a turkey! This sport scale Grumman X29 Experimental fighter looks great, but doesn't fly worth a monkey's ...or maybe it's just me. Hopefully, messing around with the throws on the all moving canards may result in an improvement? (photo: Mike Pirie)

As most of you know, Norrie and I like to temper our flying skills in the white heat of competition. This year however, because of foot and mouth and a general malaise, we decided to go to the biggest event in the UK just to watch and relax, the venue being the BMFA British Nationals at RAF Barkston Heath. This event is held each year during the late August bank holiday and caters for all classes of radio control and control line flying.

So after an eight hour dash south we arrived at the airfield on a red hot evening. We hastily pitched the tent and nipped into the local town to get some urgent supplies, i.e. a couple of six-packs and a Chinese take-away! Returning to the campsite we met up with old friends from previous comps. and swapped news and stories. I hesitate to guess the number of people present, but the camp line was probably about a mile long and a couple of hundred yards deep. A temporary bar had been set up in a maintenance hangar, which was also the venue for the nightly indoor flying, the format being 45 minutes of free flight followed by 15 minutes of RC electric, with the number of youngsters taking part a pleasure to see. I had an early

night turning in just after midnight but the flying was still going strong.

Next day Norrie and I generally spent the time wandering around the airfield looking at the different events, with my main interest after RC gliding being control line, especially team race, so it was a good opportunity to see the latest developments. The control line combat is a great event to watch, the reflexes of the flyers has to be seen to be believed, and naturally the better competitors seemed to be in their teens. Control line speed was represented by the current British team (in matching outfits), the models looking like a one meter steel rule with a faired engine. Once the tuned pipe kicked in it was just about impossible to see the model, the pilot having to dance at great speed around the pylon. The highlight of the evening from 19:00 until dark was a free flight free-for-all, hundreds of free flight models, mostly vintage style flying without any regard for flight lines, and cries of 'Heads' the universal signal to duck.

The glider events were held at a venue a couple of miles from the main event, these being F5D, F3J, 100S and chuckie. Not too sure about F5D rules. These are electric gliders, seemingly on a speed event over 16 laps, motor run only allowed at the end of the laps, then



leaving the course and a climb to height for duration. The models looked to be about 2 meters span with speeds that can only be described as ballistic.

My interest in the chuckie event was in the number of people changing to a discus or wingtip launch style; this seems less frenetic than the run and chuck method with generally good height gain. F3J and 100S was as per usual with the now compulsory moulded glass models, shape and colour generally the same as previous years.

Sunday morning saw a bring-and-buy sale, prices ranging from the sublime to the ridiculous for models and equipment. There was also a large trade village on site with representation from just about everybody you have ever heard off, and some good savings to be made if you shopped around.

By far the most impressive models at the comp. were the gas turbine powered planes, both scale and sports. In the competition itself was a nice Hawker Hunter, a Sea Vixen, and something that looked like the forerunner of the Gloucester Meteor. Not taking part in the competition but in the demonstration flying was an F15, F16 and a really stunning Shooting Star. This model was covered in chrome film, had working landing lights and undercarriage and was converted from DF [*ducted fan*] to gas turbine over last winter. The sound and site of these models leaves a lasting impression, especially when stood on their tails they could climb forever! These jets seemed to use a 1-litre coke bottle as a fuel tank, surprisingly without any baffles, but the fuel sloshing about didn't seem to affect the model's performance.



The plan next year is to go again but fly in 100S and F3J, as we missed the the intense cut and thrust of the competition. We are looking for a third member to make up a team so if you fancy the best time you can get with your clothes on, get in touch.

GW

(photos: George)

The world is full of experts. Modelling has always had its fair share of this tunnel-visioned species, some of whom write eloquently for the model mags. There was a time when the experts said that a r/c model of a Spitfire was impossible, right up to the time one flew in the '60s. The modelling experts said that a r/c helicopter was impossible, that electric flight was a pipe-dream. I would guess at some time the concept of r/c models powered by real gas turbine jet engines was also an impossibility.

Happily, for every expert there are countless dreamers, people born without the handicap of the "Can't do it" gene, and fortunately many gravitate to the world of aeromodelling. Nowadays, no-one gives a second thought to a r/c Spitfire, but it was **major** news when it happened first. Ditto for electric flight, helicopters and just about every other form of aviatory subject. And now reliable gas-turbine powered models. What's next? Just check out what the experts are saying can't be done! Meantime, raise a glass to the dreamers and the evolutionary fruits of such inspirational thinking, for such have led to the wonders we have available to us today. It's been a real pleasure watching it all unfold since that first gob-smacking Spitfire flight!

JB

Fees Reminder

ADS and SAA fees are now payable to Mike Pirie, 67 Angusfield Avenue, Aberdeen, AB15 6AT (Tel. 01224 323640). ADS fees remain unchanged at £12.50, £6.25 for under 16, and £9.50 for senior citizens. The SAA fees can be paid at the current rate (jnr £10 and adult / senior £20), but only if received before 31st December, as there can be no guarantee that their rates will not increase next year. Remember when sending your fees, to include the blue SAA form (where applicable). *Mike Pirie*

Cambrian Fun-Fighter

Derek Robertson

I bought and built the Cambrian Mustang kit over 6 years ago, with the intention of installing the recommended .25 cu. in. IC motor. The model features a 42" semi-symmetrical foam veneer wing, with a fully built up balsa/ply fuselage, sanded to shape.

As the years passed, it became blatantly obvious that I wasn't destined to go down the IC road ... a brief foray with a pod mounted 1.5 cc diesel motor on a thermal soarer put me clean off ... what a mess! If I was to get the Mustang airborne at all, I would need to convert the already completed airframe for slope soaring. I was keen to carry out only the minimum amount of work, with as little "surgery" to the fuselage as possible ... anything to avoid a recovering job!

As it turns out, there wasn't much to it. The motor mount and fuel tank were removed with little damage, the nose area only requiring a bit of tarring up. Flight batteries were now installed in the space vacated by the motor mount and the elevator servo, along with the Rx, pushed as far forward as possible. The aileron servo was left in its original location (mounted in the centre of the wing). The spinner is attached to the nose using good old "Velcro tape" and contains around 3ozs of lead in order to get the model to balance at the correct position.

So, little more than a day's work to convert, but will it fly? It felt "heavy", and those ailerons, although full span, were tiny ... OK if you have a motor up front, but ... yeah, you're right, I was a bit apprehensive!

Months passed, during which I'd avoided the Mustang in favour of one of my well tried, "predictable" fliers. However, a morning session on the NW face on Brimmond (back in Sept.), with Graham, Mike and Jim, finally saw me run out of excuses. The +15 knot wind would at least give the heavily loaded Mustang a fighting chance.

Why did I worry? Flew OK right from the word go, requiring only a few clicks of down trim. It penetrated well in the gusty conditions, was extremely stable but could 360 deg. roll in the blink of an eye! ... how can those small ailerons be so efficient? Inverted performance is also very good, with only a teeny amount of down elevator required to maintain level flight. All four of us enjoyed the "lively" conditions that morning, and, I'm delighted to say, without any breakages!



Impressed by the photo? Although all of the above is true, the photo itself is a "cheat"! Over the last 12 months, I've passed on scores of pictures to John Barnes, potential material for the club newsletter, most of which are excellent. Some though, particularly my contributions, could be improved. So I started messing around with Photoshop image editing software on my PC.

What you see above is two separate images that have been combined. The Mustang was photographed held above my head, with the camera less than 6 feet away. The background around the plane was electronically painted out, before placing the Mustang onto a straightforward view taken from the top of Brimmond. A little bit of motion blur was applied to the view to give the impression that the camera was panning with the plane. Providing the lighting quality and more importantly, lighting direction, is approximately the same in both the photos to be used, the effect should be believable.

Fun to do, but oh, so time consuming ... one of these days, I'll get a life! **DR** [*The Ed's a regular PSS artist...*]



Early Sept. and a good stiff blow on Brimmond's NW face. Jim's Middle Phase, my Mustang and Graham's Graffiti all performed well in the conditions, with no breakages! (photo: Mike Pirie)



Mike Pirie collapses after 15 mins of hair-raising adventure with his beautiful quarter scale Grunau Baby. It was one of those situations when the instant you've launched, you know that you shouldn't have! The 20 knot wind was taking no prisoners, but Mike managed to coax the Baby down unharmed, with full air brake deployed.



Graham gives his Graffiti the 'heave-ho', considerably widening the photographer's already broad centre parting!



Keith Donaldson and your Ed. enjoy an evening session on the west end of Hill 'O' Fare. Apart from the blisters, bags of lift and a spectacular sunset justified the 45 min. hike to the top. This is Keith's best side!

ITEM FOR SALE :

Hitec CG 335 charger for sale. Can cope with up to 24 cells, but only used a half dozen times. Cost £65, but will sell for £45. Tel. Neil Davidson on 07710 531444



The gnome factory's quality control site on the NW face of Brimmond
This is where the magic is installed.

ADS Fund Raiser

Make a major contribution to club funds by purchasing a matching set of these hand made, charmingly quaint garden gnomes. Beautifully crafted from biodegradable materials and 100% water proof. Your garden & life will never be the same again with a set of these to bring good luck!

(Sexy bonnets optional)

PROVISIONAL SCOTTISH EVENTS CALENDAR 2001

Month	Date	Event	Venue
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High Flight

*Oh, I have slipped the surly bonds of earth
 And danced the skies on laughter-silvered wings;
 Sunward I've climbed, and joined the tumbling mirth
 Of sun-split clouds - and done a hundred things
 You have not dreamed of - wheeled and soared and swung
 High in the sunlit silence. Hovering there
 I've chased the shouting wind along, and flung
 My eager craft through footless halls of air;
 Up, up the long, delirious, burning blue
 I've topped the windswept heights with easy grace
 Where never a lark, or even eagle flew.
 And while with silent, lifting mind I've trod
 The high untresspassed sanctity of space,
 Put out my hand, and touched the face of God.*

John Gillespie Magee jnr

Pilot Officer, Spitfires
412 Squadron RCAF

STOP PRESS

1. SAA fees £24 for 2002. Get SAA subs (£20) to Mike Pirie by 20th Dec to avoid disappointment!
 2. Don Imrie new SAA chairman. SAA backing Soaring Scot Nats for 2002. Event now 3 days over 3/4/5 Aug at (presently) Mossmorran. Open/100S/HLG/Electroslot (barcs rules)/30 min Electro. New SAA Soaring Rep is quiet, unassuming Dave Bradbury (!). (Note: *The last SAA letter to ADS stated that "soaring has joined the ranks of those activities which are no longer socially acceptable". ADS now looks forward to a letter from the SAA reversing this anti-soaring activity stance. The signs are positive!*)

Movers & Shakers

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ADS 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!