

# ADS



Season's Greetings



*Dynamic Soaring the ADS way. Site access via a gentle 250' vertical walk.*

'Tis said that Christmas is a time for peace and reflection.... cue a bit of reflection!

I recently came upon an old press photo (circa. mid 60s) of a group of RC flyers taken at the Aberdeen Aeromodeller's display down at the "Links" during the city's annual Bon-Accord Festival fortnight. Six channel multi reed outfits, for the guys with "money" were considered to be the cutting edge of technology at the time, and the majority of aircraft present were basically box fuselages with wings. I had managed to sneak into the edge of the shot, proudly holding my 42 inch span, single channel Carl Goldberg Cessna Skylane ... remember, this was back in the days when I HAD a hair style and only one chin to speak of ... ah yes, and only one model too!

During the event, we were visited by the Festival Queen and her two Princesses, who were shown round the model pits area by the late and very likeable Sandy Adams, then chairman of Aberdeen Aeromodellers. The Festival Queen was a good looking Torry quine who would have benefited from elocution lessons! Slipping into PR mode, Sandy enthusiastically described many of the "boxes" on display before arriving at an old twin-engined biplane that he simply referred to as "Alcock & Brown's plane". Giggles of laughter from the three girls before the Queen piped up, "Hiv' yi a darkie in yer club then?" True story! .... well, er, most of it.

In the interests of public safety, I never did get to fly my Skylane at the event ... controlled (????) as it was, using a single button RCS Guidance Tx. Push once for right rudder, and twice for left rudder (or was it the other way round?), with no throttle control on the AM 15 motor up front. Ahhh, I can still smell the aroma of diesel fuel and burning rubber as the escapement attempted to keep up with my frantic button pushing! I flew this aircraft on many occasions out at the then new site on the Newburgh estuary, but I'm ashamed to admit, rarely made it back to the landing strip. Most of the flying sessions involved lengthy hikes over the dunes

searching for the inevitable fly-away. Less Alcock & Brown and more Laurence of Arabia I'm afraid [for Laurel & Hardy...JB] ..... in fact I was the only member who regularly turned up at the site with a pint can of diesel fuel in one hand and canteen of water in the other!



*The Aberdeen Aeromodellers prepare for a lengthy search in the dunes ... don't seem to get summers like these anymore, do we?*

By the beginning of the 70s marriage had reared its ugly head, quickly followed by a "drink problem" ... the latter caused by the former ... which effectively took me out of the modelling scene for a quarter of a century and into a life of domestic bliss. My wife assures me that it was the happiest time of my life, so I guess it must be true!

Around eight years ago I rediscovered the hobby again. My, my, things had indeed changed! Fully proportional radio equipment more reliable, sophisticated and compact than my old RCS set ..... wow, could I handle more than one function I wondered? And thanks largely to the quantum leap in battery technology and an inexpensive range of electric motors, I could now enjoy the convenience and cleanliness of electric flight in addition to my newfound soaring activities.

My reason for telling you all of this? I've had lots of fun with a variety of models over the last few years, but I've come to the conclusion that the one glaringly obvious advantage my new gear has over its 60s ancestor is that fly-aways are now a thing of

**Cover Pic:** So you thought that dynamic soaring looked exciting? Check out our ex-chairman demonstrating an example of "extreme cliff soaring" the ADS way! (The plane landed safely but Keith landed in hospital after suffering a direct hit from a passing seagull!)

the past. No more lengthy treks for me! Thanks largely to well-developed equipment and airframes controlled by an underdeveloped brain, I can now successfully complete all my crashes within easy walking distance of the flight line ... perhaps then, the answer to the 2nd question back is NO!

Old photos have a lot to answer for...

Well dear friends, yet another club AGM has come and gone, a brief summary of which has been compiled by new Chairman Mike Pirie, who takes over from Keith Donaldson. Our thanks to Keith for steering the ADS ship over the last two years, and best wishes from all with his new business venture. Jim Ruxton has stepped into the Secretary/Treasurer role, and, with a little arm twisting, George Whelan was pushed into the Events Co-ordinator slot. John McConville, I believe, is prepared to continue on as Safety Advisor.

Incidentally, the lack of support at the AGM meant that each of those present had to shoulder the responsibility for downing at least 10 Cove Bay Hotel sandwiches per man! Clearly, some of us weren't up to it, but if you took a "piece bag" to work, Wednesday was your lucky day!

A couple of items that came up on the night under AOB are worthy of mention. It was noted that practically all of the club's 2002 calendar events were cancelled because of the weather ... high winds on thermal days, flat calm on slope days, throw in a sprinkling of rain and you get the picture. So, in an attempt to beat the elements, club events will just be listed as "fun fly & task day" (with the exception of Hazlehead & the BBQ), a decision on whether it's flat field or slope will depend on the previous day's weather forecast.

The Davie Davidson Memorial Trophy only attracted 3 entries this year. In view of the poor response, I suggested that the committee might like to broaden the DDMT appeal to cover all classes of electric gliders on a single timed motor run, as well as winch launched thermal soarers. OK, the "cheapies" ain't going to get quite so high as the brushless models, but hit a thermal and it doesn't really matter.

Well folks, that's it for 2002! Our thanks once again for the contributions ..... please keep 'em coming! From all on the ADS production team, have a very merry Xmas and a hangover free New Year. **DR**

### Safety on Brimmond

*John McConville*

Recently the recurring problem of fullsize aircraft reporting models on Brimmond surfaced again, with two club members being met by the police after an afternoon's innocent flying. The matter was discussed recently by the Air Traffic Control technical committee, and I was asked for information about the model side.

Most of the reports have been of model sightings only and none of confliction. Under the Air Navigation Order we are quite entitled to operate models of less than 7kg without ATC permission, provided that we do not endanger people, property etc. The rules become much tougher over 7kg for obvious reasons. Therefore we can fly at Brimmond using the above provisos and do not warrant any police attention. I have said to the ATC committee that everyone in ADS does operate safely on Brimmond and are well aware of fullsize in the area. However we have to be continually careful, so just a couple of general guidelines that it would be wise to follow.

If there are any fullsize orbiting in the Brimmond area then descend to low level. Sometimes the aircraft will do several orbits due to congestion on final approach. In these circumstances it would be wise to land and wait until the coast is clear before continuing.

If you do possess an Air Band Radio then take it along and monitor 118.1. This will give stacks of warning of anything coming close. Please do not go and buy one just for this as looking out is fine. In other words be sensible, which we have always been, and hopefully the situation will improve as ATC should be aware that we could be there. If there are any problems then just co-operate with the cops and let me know. I'll try and get it fixed.

On a separate, but related issue, flying at the Cairn took on a whole new meaning with a

couple of low flying encounters which were rather impressive.

We are all used to the mix of Tornados, Jaguars, and even the odd Hercules tanking through the area, and generally they are no problems. Over the last 2 years Chinooks have appeared and **they are a problem**, because they come through at between 10 and 50ft. I have only seen them approach from the south and you can hear them a good 5 mins before anything happens, appearing from behind the cafe at the bottom of the hill and flown directly over the car park. This has happened to me on two occasions, with 2 and 3 ship formations, covering a wide area and all at 20ft off the deck.

My advice would be, if you hear a noise that sounds like the start of "MASH", then land as soon as possible and don't fly again until they have gone, because they might zap in from behind. It is scary stuff and on the first occasion, my reaction was one of utter disbelief. I think they may have been flying Nap of the earth techniques, but at least the Chinooks are so noisy, you will get some warning.

I would be interested to know if anyone has had problems with any of the above, but remember, if there are any doubts at all then land and wait until the fullsize goes away. **JM**

## Non-Identical Twins

*Derek Robertson*

In a bid to find something a little more exciting to fly, hopefully be highly manoeuvrable, attractive, and even more importantly, **durable**, Mike Pirie and myself independently came to the conclusion that the Multiplex Twin-Jet might provide the answer.

We both acquired the newest version of the kit, which comes with a pair of speed 480's instead of the earlier 400's, and moulded from a radically different type of foam. Arguably, for the £69.99 price tag, it seems reasonably good value for money, but when you open the box there ain't a lot of bits in there ..... only 6 moulded components, a length of balsa, plastic battery well, bag of bits and a sheet of stickers. However, the motors came complete with Gunther props and power cables.

In an attempt to convince the wife that I hadn't been "done", I laid everything out,

added the servos, speed controller, battery pack, and even threw in the soldering iron before inviting her to "view" my latest project. "All this for under £70?" ..... I think she was impressed, but suggested I contact my doctor on account of looking so flushed!

This new foam is great stuff, it's cyano friendly! The instructions point out that neither white glue nor epoxy work on this material, so we both used Zap-a-Gap...instant bonding! If you had all the electronics to hand, it would be possible to build the TJ, apply the stickers and have it flying the same day. Fantastic! We of course opted for the OTT route.

At Mike's suggestion both sets of motors were run-in underwater, and he went one stage further, by fitting one speed controller on each motor so that differential thrust could be applied using the rudder control on his Tx. A model with such jet like appearance deserved a fancy paint job, so the stickers were discarded, and both planes finished in a full size colour scheme. Once again, the foam surface proved very tolerant with a variety of paints.

Most definitely the easiest and quickest construction job I've come across, but a minor couple of niggles are worth mentioning. After sanding off all the dimples and mould lines in preparation for painting, I found the recommended elevelon hinging tape wouldn't stick worth a bugger! Fortunately the paint bonded well and the tape sticks fine to that. The moulded in battery ramp/support was a little on the short side, requiring a 1.5 in. extension .... no big deal! Another head scratcher involved the motor thrust lines. The instructions state that the 480's are simply glued in flush with the rear edge of the cowl, but there was a moulded lip half way back, which coincided with the length of the shorter 400 motor, so we figured that dropping the 480's straight in would result in the thrust line being way out of whack. These were sanded off prior to fitting the motors.

Now the fun bit! I initially had glitching problems (resulting in repairs), traced to a faulty on-board electronic mixer, essential for elevelon control with non-computerised Tx's. A replacement mixer, a splash of Zap, a lick of paint and all was well!



*Two of a kind with radically different finishes. Mike applied Humbrol paints to emulate the markings used on early Indian air force Migs, whilst I used automotive acrylic sprays to reproduce a scheme adopted by the Russian Knights aerobatic team. No problems with orientation on either of these planes!*

Neither of us had used the supplied Gunther props, fitting Irvine 5 x 5's instead. These carbon props were much more rigid and by all accounts much less noisy in operation, but may have led to the initial difficulties with hand launching the TJ. Using the launch technique recommended in the manual, both models tended to wallow around for a few seconds until the props unstalled themselves. We've now got this sorted out, and speed builds up quickly for a very impressive climb out. Another surprise was the amount of down trim required to achieve level flight at any throttle setting—in my case 9 clicks difference from the launch setting—rumours are that Multiplex haven't got the trailing edge reflex quite right?

Sounds a bit of a handful during the first 10 seconds of the flight, but in reality it is very easy to cope with, and once up to speed, she's a pussy cat to fly. The Twin-Jet is so agile that it



*A very passable impression of Max Wall during the launch phase!*

encourages you to throw it about. On full rates we reckon on 3 x 360 degree rolls per second, loops from level flight, but does require a fair dollop of down elevator for the inverted stuff. Being a sensible sort of chap, I reduced the

aileron throws so that they were more in tune with my reaction times. Power off for landing (still using the flying trim settings) proved drama free, with approach and flair out perfectly controllable for a gentle touch down. Not surprising really, with a flying weight of 42 ozs (mine was a little heavier ..... typical Robertson paint job!) giving a wing loading of around 14 oz/sq.in. It's no floater, but doesn't qualify for the "brick" category either! [At 14oz per sq.in. it's heavier than my house... JB]

Our attempts to fly in formation were a barrel of laughs ... no danger of a collision! By and large we couldn't get close enough to each other, except for a (lucky) couple of side by side low passes followed by a presentable synchronised 360 deg. roll. I can honestly say that this was the best fun I'd had with another consenting adult without being arrested for it!

Mike's one ESC per motor is showing some potential. Stall turns without a rudder are tricky, but by shutting down the inboard motor and giving the outer full throttle, the tail flicks over nicely. Another interesting possibility using the same principal, but as of yet untried, would be knife-edge passes ..... dare you Mike!



If you decide to go for one of these little crackers, you won't be disappointed. Pure fun from a lump of attractively formed foam, with typical flight times of around 10 minutes from an 8 cell 2400 mAh Nicad pack, significantly longer if NiMh's are used, and as easy to fly as any trainer on reduced rates. Yup, I'm well impressed! As a foot note, I know that John Barnes is also working on a Twin-Jet, but incorporating a few modifications to optimise performance ... no doubt he'll keep us posted!

*Nothing special, Derek. Mine will be in prototype colours, i.e. none, and use an 8 cell Sanyo HR 4/5FAUP NiMh pack (1800Mah) to keep the model weight down (<32oz) for early flights out of the back yard. Will also be using 'non-stalling' Cox 5x3 props to start with to ensure it clears the fence! These new Sanyos have tested very well at up to 40A discharge rates by Steve Neu so may turn out to be a very popular electric flight cell. c. AA size and 39g. Hard to get at the moment though. TJ would be a real hoot with 2xCox TD 049s.....mmm. JB*

This year's AGM was held at the Cove Bay Hotel on the 12th November and was attended by 9 members. Apologies were received from Jim Masson, Neil Masson, Bill Stark, Brian Ord, Brian Allen and Graham Donaldson. A full account of the meeting can be obtained from the Club Secretary, but a summary of the main points of the meeting is given below:

1. The minutes of last year's AGM were approved.
2. In his address, Keith announced that he would be stepping down as chairman. He thanked his fellow committee members for their help during the past year and the club for its support during his term as chairman.
3. Club funds stand at £652.47, a drop of £200.67 over the year.
4. Election of new committee: *Chairman* is Mike Pirie, *Secretary/Treasurer* is Jim Ruxton, *Events Organiser* is George Whelan and your *Safety Officer* is John McConville.
5. The *Davie Davidson Trophy* and *BOC-NOWSCO Trophy* was presented to Derek Robertson for a flight time of 30mins 15secs. 2nd & 3rd? Who cares!



6. It was agreed by consensus that the Maryculter lease would not be renewed in 2003. Calder remains the main club site.
7. Club fees remain at £12.50 for an ordinary member and £9.50 for a senior citizen, plus the £24 SAA / insurance costs (where

appropriate). Please ensure that all monies are paid to Jim Ruxton **before the end of the year**. Jim's address is **6 Seafield Road, Aberdeen, AB15 7YY**.

8. A programme of winter meetings will be organised, the first of which will take place as usual in the Cove Bay Hotel on Tuesday 14th of January 2003.
9. Under A.O.B. it was decided that the weekend phone-round will be replaced by an *e-mail* communication (those without e-mail will be phoned as usual).

### **MODEL AIR 100**

To commemorate the centenary of the Wright brothers' flight of 17<sup>th</sup> December 1903, the Montrose Air Museum will be hosting a 'MODEL AIR 100' weekend on the 3<sup>rd</sup> and 4<sup>th</sup> of May 2003. The aim of the event will be to show the history of flight and achievements which have been made with model aircraft throughout the 20<sup>th</sup> century. Full details of the event are given in latest issue of the SAA magazine. As this is likely to be a well attended event, we have included it in our calendar of events, and it is hoped that shared transport can be organised nearer the time.

### **Silver Jubilee**

To mark the occasion of the 25<sup>th</sup> year of 'Aberdeen & District Soarers', the March winter meet will take the form of a buffet/get together held at the Cove Bay Hotel. Efforts will be made to contact past members and it is hoped that many of them will manage to come along. It is intended that memorabilia and old photographs will be on display, as well as articles and newsletters from the ADS archives. Obviously the success of this will depend very much on contributions from the members, so between now and the 11<sup>th</sup> of March, get your memories, anecdotes and artefacts to your chairman or any member of the committee. **MP**



*Prolific builder Mike P with a couple of this year's creations. The Kyosho T33 proved entertaining early in its life when the fan self destructed during a launch. Little damage done but replacing the drive unit with a slightly smaller Plettenberg motor involved a bit of surgery. Less power from the Plett so the cell count will be going up. The beautifully finished Balsacraft Bristol Blenheim with 2x600s performs well on either 6 or 7 cells and looks very realistic when flown on low throttle settings, as shown here during another bombing run.*



*Your Ed demonstrating how easy it is to launch the Robbe Dash 7 with 4xSpeed 400s churning away. Magnificent scale finish in several hundred tiny Solarfilm shapes (various), which probably accounts for the Ed's mad Mack Sennett look these days...*



*A dyed-in-the-wool IC man going soft? Abby Smith was keen to get his hands on an electric glider, and after a few initial problems with CG locations his Czech manufactured ARTF Thermic Palio flies beautifully. Very distinctive in the air with a drooped nose and swept back tail end. Speed 600 powered from a 7 cell 2000Mah nicad pack. Welcome aboard, Abby!*

*[Don't know about Abby's case, but errant manufacturers CG locations are a real pain. As well as models with the CG location way too far forward, presumably in a cack-handed attempt to convey 'stability' for less experienced pilots, I also heard of a Kyosho scale aerobatic ship which turned out to have a manufacturer CG location over an inch BEHIND where it was eventually balanced for neutral stability for aerobatics. It barely survived its 1st flight in the hands of a very experienced pilot.]*



*Sorry chaps, it's an IC job ..... but a lovely one! Master builder Graham Donaldson with his newly completed and flown Tiger Moth. Like Alan Stewart's similar Tiger Moth, both projects have been years in the making, and by sheer co-incidence both had their maiden flights on the same day, just different locations! No photos of Alan's model yet but we hope to capture them together for a future issue.*

[George has stepped up to the plate as ADS events organiser for 2003. Good man! Below are some ideas from George to spice up the flying challenges for next year. Note that these are NOT competitions, although there is a hint of a low level competitive element here and there to help get the most community enjoyment out of a day's flying, the primary aim of all ADS events. Looks good, George, so count me in! **JB**]

### **THERMAL TASKS**

Suitable launch methods include bungee, winch, hand tow, hand launch or electric motor.

Electric motors. 60 second runs for can type motors, 45 seconds for high power or brushless motors. For all tasks you MUST land in the take-off field!

These tasks are NOT competitions but designed to test yourself and develop your flying and model setup skills, no winners or losers. Have as many attempts as you like. The task will be chosen on the day. Participation strictly voluntary.

#### **1) Precision duration**

- (a) 2, 5, 7 and 10 minutes duration - in any order - declare before launch - 1 point for each second flown and 1 point deducted for each second overfly – 2 hours to complete task - must land in flying field.
- (b) As above but in ascending order or reverse order.
- 2) Nearest the spot landing - as many tries as you like – broken models don't count!
- 3) Simple thermal aerobatics. 1 point for each manoeuvre completed – at least 3 different manoeuvres to be attempted. Consecutive manoeuvres must be different.
  - a. Loops.
  - b. Stall turns.
  - c. Rolls.
  - d. Spins – 3 revolutions.
  - e. Tail slides.
  - f. 2 x 360 turns.
  - g. Inverted flight – 5 seconds.
  - h. Landing within field.
  - j. As above but pre-determined programme against the clock.
- 4) Simple cross country - say walk around the boundary of the field - no time limit – re-

launches allowed and model continues from last turn point passed – SLG's get 60 second motor run per launch - model must pass out side the pilot – the pilot must be at the turn point. Round 2 - reverse direction - no re-launches - against the clock or furthest round the course.

- 5) 30 minute electroslot - 3 minutes cumulative motor run in a 30 minute slot - 1 point per second flown - deduct 1 point for each second motor run - no landing points - no overfly penalty - watches MUST stop when model touches the ground or anything in contact with the ground or at the end of the slot - Over 3 minutes motor run = 0 score.
- 6) AULD - Mass launch - cumulative 5 minute motor run - no slot time limit - last down wins - Motor over-run = 0 score.  
(AULD = All Up, Last Down)
- 7) Davie Davidson Trophy – longest thermal duration from a single launch – must land in take off field – declare attempt prior to launch. Open to electrics.

### **SLOPE TASKS**

- 1) Simple cross country around 2 or 3 gates. 2<sup>nd</sup> round against the clock in reverse direction.
- 2) Timed simple aerobatics - how many manoeuvres can you complete in say 10 minutes.
- 3) Timed simple aerobatics – how long does it take you to complete a simple programme.
- 4) Simple pylon task - How many laps can you do in 10 minutes say or how long does it take to do 20 laps. **GW**

**2003 ADS Events calendar on inside back page in this issue**

#### **FOR SALE:**

Have 3 orange boxes full of RCM&E and Radio Modeller magazines, dating from 1963 - 2002 for sale. Offers to Graham Irvine. tel. 01358 743561 or E-mail [graham.irvine@btopenworld.com](mailto:graham.irvine@btopenworld.com)



**Top left:** The dunes at Balmedie eventually proved to be ideal for Keith's FVK HLG. With the CG setup as per plan the model was way tail-heavy, but some necessary tweaking soon had it flying on a whisp. The one-piece wing suffered extensive damage during a domestic accident (not the kind involving the police!) but is now ready for the air again, I believe.

**Top right:** George Whelan gets his Graupner Lucky off to a perfect start on a sun-drenched afternoon up Barmekin early in the year.

**Left:** With a little help from club members, newcomer Brian Allen is getting on really well with yet another ARTF model, a 550, 7 cell bargain called a Montana. Brian first appeared a few months back on Brimmond with a semi-scale Capstain bought from Norrie Kerr, a well-mannered flyer (the model, not Norrie!) that gave him plenty of stick time in the gentle lift.

I was asked why I wanted to build a winch. Well are you sitting comfortably? It all started when I came back to aeromodelling when I retired seven years ago. I decided that I would build a glider as it seemed the quickest way of getting back. I already knew about bungee launching and I thought it was well within my capabilities to build a simple glider and make up a bungee. A kit was purchased from GTi and off I went. Well the glider was built and the elasticated cord was bought from the Sussex Model Centre. Mike Pirie kindly gave me the fishing line and with a little help from my wife I made a parachute. In my first flights I had success and I was quite happy but I soon realised that for bungees to work well you need a bit of wind. In calm days launching was just hopeless. I had studied the various winches that I had seen at Calder Park and I came to the conclusion that I really had to make something to replace my bungee. But what?

In the March 2000 edition of the RCM&E an article about a winch (complete with free plan) took my fancy. The attraction was that the line tension was adjustable and the winch had a bit of an “automatic operation” about it. Just switch on, let the glider climb, then switch off. Easy peasy. However, the design demanded some metal lathe work and I had no access to a lathe. The article was put aside in the pending file.

Earlier this year I was walking with a friend in my hiking club and we were chatting about models. Sandy Maitland is a keen model engineer but takes an interest in all things that go round and round, up and down, and from side to side. I told Sandy about my problem and he offered to give me a helping hand (it turned out to be a very big helping hand).

The big stumbling block was the manufacture of a cradle which contains two ball raced pulleys and drum which incorporates a bike freewheel and a Picador pulley.

My first port of call for the bits was a bike shop where I purchased fairly cheaply two wheel hubs and a freewheel. The next purchase was a car starter motor. Most motors

these days are of the pre-engaged type and Overton Dismantlers were of no help. I got a reconditioned motor at Dauns in Cotton Street and they even took off the Bendix pinion and spring. The article warned me that filing out the case hardened “shells” within the bike hubs in order for them to slip over the motor shaft was a file ruining job and this proved correct. In the end the shells were removed and mild steel collars inserted. The centre hub of the drum is made of wood and another friend who specialises in wood turning kindly made a hardwood hub (and a spare). I now had the semblance of a drum but I still needed side plates. By chance I was asked to dismantle an old coal bunker by one of my daughters and lo and behold I found the lid was made of aluminium tread plate. A quick job with my jigsaw and I had two roughly formed side plates.

At this stage Sandy invited me to his workshop. Talk about envy. Three metal lathes, a milling machine, two drilling machines and an array of hand tools round the walls. Heaven! Sandy soon sized up the job in his usual optimistic manner and I knew that the project was on. We discussed the cradle and I agreed to get the pulleys and the ball races. These were dully despatched to Sandy and to cut a long story short what emerged from the workshop (I mean Heaven) was an immaculate drum and an immaculate cradle.



*Sandy, chief winch engineer and close friend, in his pristine workshop. Sandy's building a large scale loco, a job which went on the back burner for the winch work, so is not available for other bright ideas at present. Dammit, the computer machined wing moulds will have to wait!*

In the meantime I had been doing some metal bashing. Although the plan called for different widths of metal bar for frames and supports etc, I standardised on 25mm x 3 mm. This has worked out well. It is fairly easy to bend and it is quite rigid. However the plan had a few errors and some key dimensions were missing. I got in touch with the designer – Loris Goring - through RCM&E and he was quite helpful. Loris had recommended getting the two essential springs for the winch from the Alliance Spring Co in London. The electricians incorporate an electronic circuit which only consists of a transistor, a resistor and a diode. Even so I landed up with an awful lot of wires!

Another essential part of the winch of course is the line. After measuring various line diameters I came to the conclusion something like 0.8 mm dia was what I needed. George Whelan gave me a good tip – look up magazines dealing with sea angling. I got some web sites there and become an expert in fishing lines overnight. However I found that Somers in Bon Accord Crescent could supply 100 lb line in one 500 m length so I bought the line there. Talk about full circle.

At Calder Park, on a sunny day in August, Mike Pirie gave me hand to put the line on the drum. That was all that was to be done that day but I had a glider with me so I couldn't resist having a go. The tension on the line is controlled by a tension lever which can be set in any one of eight notches on a quadrant. I settled for notch 2 – not a lot of tension. I pressed the foot switch (it is a press for on and a press for off type) and the line tightened. The winch stopped when the line tension came. I released the glider and a fairly insipid launch followed. The tension lever was moved up a notch and the process repeated. This time it was lot better but there



*Jim enjoys a successful first launch! The long lever which looks similar to a car hand-brake is the control for setting the line tension and can be easily adjusted during the launch phase if you have 3 arms.*

was still room for improvement. Up another notch to number 4. This the time the launch was the real thing. At the top of the launch I forgot to press the switch but the glider came off OK. I think a press for on and release for off might be better. I shall carry out this mod in the winter [Good move, Jim. One less thing to remember during a launch. JB]. The winch has now been painted and is fully ready for the thermal season.

If set up properly I do not think we will lose many wings!

*Photos by Mike Pirie and Jim Ruxton.*



*The Ed prepares to launch Jim's Chieftain during early trials with the winch. It all went so well that Graham Donaldson bravely hooked up his quarter scale ship for a bash. No problemo! An outstanding achievement, Jim.*





*Alan Stewart with a Frog Centurion c. 1940s, built from a plan and until recently flying with a PAW 2.49 up front. Converting to electric was just a case of strapping on a 450 Kyosho H-24 racing motor with a 3:1 gearbox and 11x6 prop. Alan's been so impressed he's about to start on a Ben Buckle vintage design for electric power.*



*Optimism! Back at the Deeside Gliding Club BBQ where John McConville offers to help out due to the shortage of full-size tug aircraft at the event!*

## ADS CALENDAR FOR 2003

Fun Fly & task days will start at 11:00. Venue notification by e-mail. These will generally be held on the third Sunday of the month, this will allow for attendance at the National Competitions which usually take place over the Bank Holiday weekends. Cove Bay Hotel meetings start 7:30pm.

Task flying strictly voluntary – have as many attempts as you like.

Launch by winch, HLG, bungee or electric motor – 60 secs for can type motors, 45 secs for rare earth or brushless motors.

<b>14<sup>th</sup> January</b>	Cove Bay Hotel.	Electric models—demo’s—motor testing— running in—battery packs—bring your model equipment.
and		
<b>11<sup>th</sup> February</b>	Cove Bay Hotel.	Video Evening—bring your fave video (flying!)
<b>11<sup>th</sup> March</b>	Cove Bay Hotel.	ADS 25th Anniversary buffet.
<b>20<sup>th</sup> April</b>	Venue by e-mail.	Fun fly & task day.
<b>3<sup>rd</sup> – 4<sup>th</sup> May</b>	Montrose	Model Air 100 festival – take a model, FF,C/L,RC.
<b>18<sup>th</sup> May</b>	Venue by e-mail.	Fun fly & task day.
<b>24<sup>th</sup>-26<sup>th</sup> May</b>	Venue TBA	Radioglide
<b>7<sup>th</sup> &amp; 8<sup>th</sup> June</b>	Hazlehead Park.	Saturday 100S and 30 min electro. Sunday BARCS Open rules. Entry closing Date 26 <sup>th</sup> May. £3.00 entry for 100s & £3.00 for Open
<b>22<sup>nd</sup> June</b>	Venue by e-mail.	Fun fly & task day.
<b>20<sup>th</sup> July</b>	Venue by e-mail.	Electric Fun fly & task day.
<b>2<sup>nd</sup>-4<sup>th</sup> August</b>	Mossmorran	ScotGlide
<b>17<sup>th</sup> August</b>	Calder Park.	Club BBQ, Fun fly & task day.
<b>23<sup>rd</sup>-25<sup>th</sup> August</b>	Barkston Heath	BMFA Nationals
<b>21<sup>st</sup> September</b>	Venue by e-mail.	Fun fly & task day.
<b>19<sup>th</sup> October</b>	Venue by e-mail.	Fun fly & task day.
<b>11<sup>TH</sup> November</b>	Cove Bay Hotel.	AGM



**Scary snap #1** ADS chairman tries to recover his slope soarer! Actually the Royal Navy running exercises off the South African coast. National Geographic's shot of the year apparently. Mmm...

**Scary snap #2**

*Pulling power! Lightweight, no expense spared, highly-tuned Imp just raring to go. As for the car...*

*Your Ed's hand-built Hillman Imp in those glorious days of automotive fun when the only emission controls needed were a brace of 40DCOE's and an exhaust system big enough for a rabbit to run down. Derek says it was unbeatable to 50mph, after which the superior aerodynamics of his dad's Morris 1000 gave it the edge!*



**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.