

ADS



Short Finals

*Foam+sandpaper = PSS U2!
New NE model shop
Doing it indoors
Bumper photo issue*



Success at the Satrosphere

Well, here we are with the first newsletter for 2003, and running rather behind schedule because of a combination of insufficient material, along with restricted access to my PC. Our “kids” decided to return to the nest, and I wasn’t quick enough with organising a computer rota! However, they’ve managed to scrape together enough cash to visit the local den of iniquity, so now’s my chance!

Sorry to start on a sad note, but as most of you are no doubt aware, two prominent SAA figures passed away unexpectedly recently, membership secretary Stuart Adams and former chairman Harry West. Whilst few in our neck of the woods would claim to have had personal knowledge of either of these gentlemen, other than the protracted correspondence relating to Harry’s stance on thermal soaring, our heartfelt sympathies go to families, friends and fellow modellers over the sudden loss.

What’s been happening over the post Xmas period? Two of the winter meetings at the Cove Bay Hotel have come and gone already, with the first consisting of an informal demo on tweaking cheap ferrite motors. Electric guru Mike Pirie donned his wizard’s hat before dipping a perfectly good, screaming Speed 400 motor into a jar of water ... cue many raised eyebrows! In a nutshell, “running in” promotes much better brush contact, which reduces sparking (and therefore radio interference), generally allowing the motor to run freer. Next step was to adjust the timing by rotating the backplate of the motor. Mike pointed out that most of the Speed motors were timed either neutrally or for use in tractor mode. However, if your model calls for a pusher configuration, this would be a useful tweak to improve the performance.

For the second meeting, George Whelan arrived with his portable studio to provide an entertaining evening of exotic videos. “Damn and blast, How did I miss this one”, you’re thinking? No need to feel cheated, it was only SUN, SEA & SAILPLANES. Excellent stuff though, with not a buxom wench in sight, but guys in shorts chucking their planes off the Californian cliffs and quarter scale ships

heaved off the Swiss Alps proved more than exciting enough for those present.

Our thanks to both Mike and George for taking the time to organise a little entertainment during those cold winter nights (and as we go to press, I’m delighted to announce a successful and well attended 25th Anniversary Buffet night at the Cove Bay Hotel. Words and pictures will have to wait until the next newsletter though!)

I omitted to mention in the December edition that ADS had once again been present at the Model Engineering exhibition in the AECC. Apologies for the lapse to all who provided models for display and manned the stall. However, there seemed to be a noticeable lack of enthusiasm by the membership in general, so perhaps a change of format is required if we are to participate in the next one ... thinking caps on chaps!



An appreciative young plane spotter takes a fancy to Mike’s Hercules at the AECC December bash.

On Saturday, 11th January, several club members attended an indoor fly-in at the Garioch Sports centre, organised by Quentin Mayberry, chairman of the Inverurie club. A very successful two-hour session in the 4 badminton court main hall was enjoyed by all, including the many spectators who watched from the viewing gallery. Electric helis and

Cover Pic: A very successful club event at the Satrosphere in February. Lots of youngsters took an interest in the AA and ADS displays, many staying long enough to get involved with the ADS model building projects using the wee SAA glider, etc.

around a dozen aircraft all tackled the venue with varying degrees of success ... a brief low down with pictures appears in the following pages.

On the weekend of the 22/23 of February, ADS was yet again represented at the Satrosphere where the theme, not surprisingly, was "Flight" (gosh, we've had a busy winter!) We co-hosted a stand with the Aberdeen Aeromodellers, which featured a display of static models as well as workshops which gave the youngsters an opportunity to build rubber powered planes and helicopters. Picture a scene from one of those old "St. Trinians" movies (gangs of kids running amok), and you've got it about right! Great fun though! Mike Pirie tells us how it was in a special report. By the way Mike, did those cute little "Brownies" ever return your teeth?



Two club members enjoying a typical days winter soaring off Brimmond's NW face.

It's a true saying, "behind every silver lining, there's a cloud!" Space may have been the final frontier for Captain Kirk, but a lack of it in our house is proving to be the final straw for my wife. After years of understanding and encouragement (ie, "Take your models and get

out!" seems to me like an invitation to go flying?), she's finally put her foot down with a very firm hand because of the amount of bench, wall, floor and even ceiling space that my hobby occupies. I know I've harped on about my domestic situation before, but now it was deadly serious, when, taking a line straight out of "High Noon" (and modifying it a little), she told me "This god damn house ain't big enough for both of us, partner!" Strange language for an Inverurie lass who normally talks in fluent teuchter, but I got her drift! Absolutely no more new building projects until I'd got rid of/crashed some of the existing fleet (fortunately, work on my parkfly model was well under way before the edict!).

And to make matters even worse, in addition to the spectre of decorating rearing its ugly head, I've now got a room full of "flat packs" to put together, so my flying will have to take a back seat too! I should have guessed that the writing was on the wall when we returned from a "looking trip" to IKEA with a vanload of units. We'll be working as a team though ... paste brush in hand, she deals with all things "wallpaperee" and with a screwdriver in mine, I naturally take care of the swearing.

See you sometime this year ... hopefully!



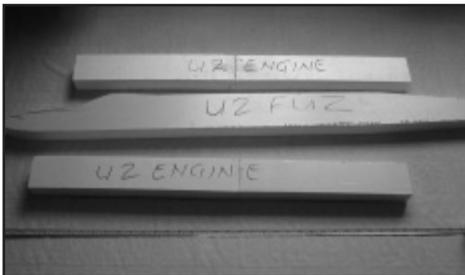
An attractive addition to George Thomson's fleet, an all balsa Sp 400 Tucano, built from a Nigel Hawes kit. Initially reluctant to fly because the supplied wood for the sheet wings was some 2 inches short, now performs well with the corrected span and better prop fitted.

Some time last year while having casual surf of the World Wide Web, I came across Paul Jansen's site, **PJ Model Classics**. Well worth a visit. Paul has over 40 plans available, ranging from pre-WWI biplanes to a Gloucester Meteor (this would make a nice EDF) and Mirage 2000. Most can be built as PSS (*powered scale soarer*), electric or IC powered. Paul uses a variety of construction techniques, ranging from lost foam, built-up balsa box clad in foam, to conventional built-up structure. The plans are excellent quality, his prices are very competitive and delivery is quick, and being an ex-pilot in the Belgium airforce he knows one end of a plane from the other. Two of Paul's plans particularly attracted my attention. One is the U2 (you can have it in any colour as long as its black) and the other is the McDonald Douglas Skyraider, a propeller driven aircraft with attitude. This model can be built as a PSS or IC. The plans, duly received, were given a good dose of mulling over.

I decided to tackle the U2 first. This has ideal PSS proportions with a nice long wing. As usual, the first thing to decide is what changes need to be made to an already perfectly good plan!

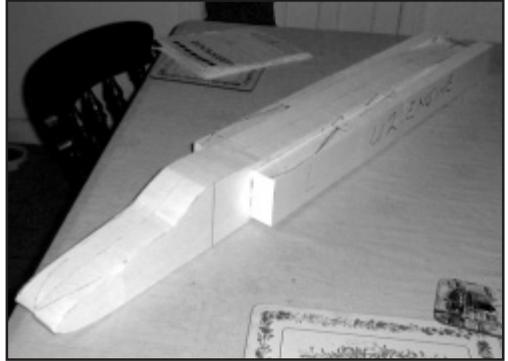
a) The airfoil is non-descript and I decided to use the MH32, this being a pretty thin, slick airfoil, with a root chord of around 300mm. You need something not too thick.

b) I am thinking of making the wing one piece, about 2000-mm span. This will mean incorporating part of the lower fuselage into the wing.



So into the garage and into the scrap foam box, where I retrieved several off-cuts of blue foam from previous projects, one piece for the central fuselage and two smaller pieces for the air intakes. I transferred the fuselage outline to some brown paper,

cut it out and drew around it onto the foam, and did likewise for the air intakes. The air intakes were then glued onto the central part of the fuselage and allowed to dry.



The next part of the operation is to carve all the corners off the foam, I found a small surform tool best to achieve this, what a mess. You end up with foam flecks in all sorts of strange places for weeks afterwards!



Once the rough-out is done, progressively finer grades of sandpaper are used to come up to the desired finish. The fuselage is then given a coat of emulsion paint as fine filler before a final sand down. The finished fuselage is coated in epoxy and glass cloth before being melted out

with petrol. I haven't made up my mind about this step yet. I might just carve out lumps of foam to accommodate the radio gear and leave the rest in situ, which should make the model more robust.



The wing, as I said, has a non-descript airfoil with a touch of wash-out. I decided to change this to a known quantity and chose the MH 32 as the root chord is around 300 mm. You need something not too thick or the model will be very draggy. The wing tapers down to about 100 mm at the tip and I know such a highly tapered wing does not cut too successfully on my table cutter, so I decided to use the tight wire technique. This involves marking out a long straight line on your

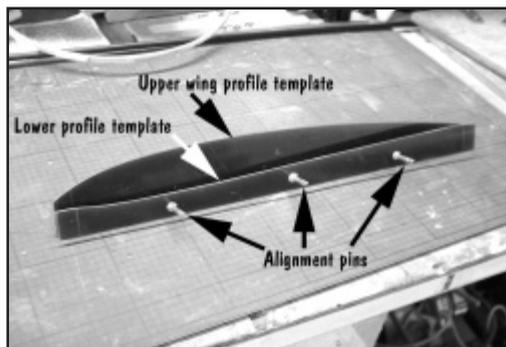
work bench and putting the wing-blank leading edge against this line. The next operation is to put a straight edge against the wing trailing edge and project this line to cross the leading edge line. This is the anchor point for one end of your cutting wire; the other end of the wire is wrapped around a piece of wooden dowel as a hand grip

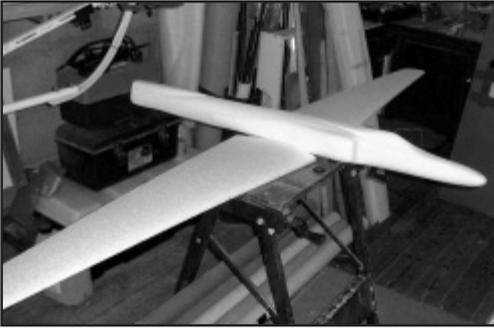
Depending on the wing being cut, the wire can be 2.5 - 3 meters long, although only the cutting length needs to be energised.



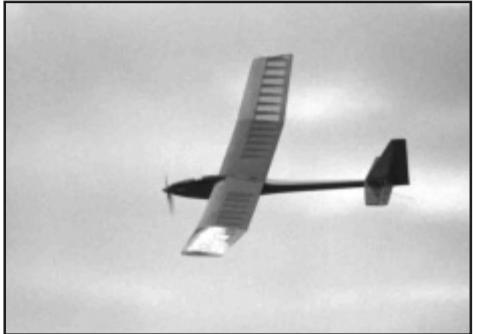
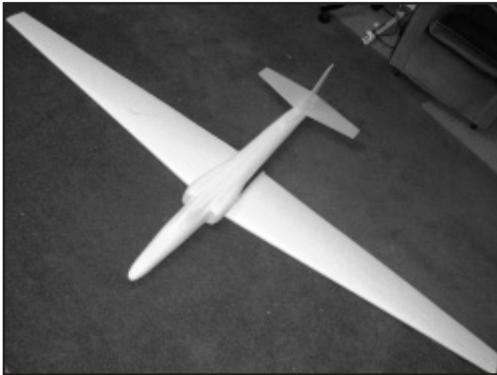
A top and bottom wing root profile is cut out as usual and match drilled to accept a couple of nails or pop rivets. The bottom profile is then attached to the block of foam. The wooden dowel is grasped, pulled taught and the wire energised — remembering not to touch the wire between the connection points as this will be at cutting temperature — and then pulled along the root profile, making sure it stays in contact with the template. When you have cut the bottom profile, remove the template and replace it with the top template using the match-drilled holes for alignment.

There is no need for a tip template as the root profile is projected through the wing blank to the tip, it being scaled proportional to the taper ratio. You may need to adjust your cutting current





as the wire at the tip is travelling only a third of the speed of the wire at the tip and this may overmelt the foam. The wings are then joined and veneered as usual. This technique takes a little bit of practice but excellent results can be obtained. This is as far as I have got with my build but hope to progress more rapidly over the next few months and hopefully will see the model on the slope before the end of the Summer season.



A cold, calm February afternoon at Calder Park sees George Whelan and Alan Stewart searching for that elusive thermal with a mighty Elipsoid and an electrified Flinger. Long flights in the good air! George to go on to a 75 minute flight from 3 motor runs before extreme hypothermia set in and the flight prematurely ended. Spent the following week laid up with flu!

Meantime, Derek and Mike have been practising non-stop with their Multiplex Twin-Jets in readiness for a little aerial combat with George's delightful Lockheed U2!

Satrosphere weekend

Mike Pirie

'Flight' was the theme adopted by Aberdeen's science learning centre, 'Satrosphere', over the weekend of 22nd/23rd February. Local clubs, including ADS and Aberdeen Aeromodellers, were invited to participate and to provide a display. An appeal for models and volunteers resulted in a strong showing from our club and my thanks go to Brian Allen, Brian Ord, Derek Robertson, Jim Ruxton, Bill Stark and Alan Stewart. A splendid array of models were suspended from the ceiling and greeting the visitors as they entered the building were Alan's vintage 'Primary Glider' and Jim Selkirk's gas-turbine powered 'Kangaroo' delta.

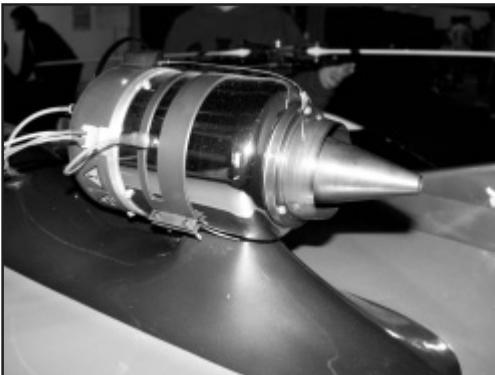
The centre is designed to be interactive and to make learning fun, the emphasis being on doing, not just looking and standing back. Other contributors in the exhibit included micro-light and hang-glider clubs, complete with simulators, and round-the-pole flying by the ATC lads. Our input was to allow the building of two simple models under our expert supervision, the two models being the SAA 'Osprey' fixed wing plane and the BMFA helicopter, both rubber powered and excellent flyers. Most of us took our turn at supervising but mention must be made here of Alex Kennedy, who did a sterling job helping with the building/supervising for more or less the whole weekend.



Keith Murray (r), Aberdeen Aeromodellers (AA), attempts to explain the awesome performance of Jim Selkirk's turbine powered delta to a disbelieving audience. 200mph+ from this impressive model. 2 litres of fuel lasts c. 6 minutes, thus qualifying for a "Friend of OPEC" bumper sticker!



Organised mayhem as ADS experts try and remember how to manage with just balsa sticks, white glue and tissue!



The business end of Jim's delta. "Jetcat" P80 turbojet only manages about 8kg of thrust in this lightweight model...





At £2 each, the kits were good value and the youngsters (including some grown up ones) were soon queuing up to have a go. The purchaser could opt either to build in-situ, taking about 30 minutes, or take away to build at home. Out of seventy helicopter and plane kits, there were only about half a dozen left by the end of the weekend. This, I think you'll agree, is an encouraging sign and bodes well for the future of our hobby. At the end of the day, all went home exhausted but with a feeling of satisfaction and with high hopes that, just maybe, the seeds had been sown for one or two future modellers.

As I write this article, Jill Davies of Satosphere has phoned to say how pleased she was with the outcome of the 'Flight' weekend and how much she appreciated our efforts in helping make it a success. She has asked me to pass on her thanks. **MAP**



A very encouraging level of interest from younger folk in this highly successful, hands-on approach as an introduction to the joys of model making. A huge pat on the back to all club members who donated their time and considerable expertise to such a worthy endeavour.

While Bill Stark watches patiently over another construction job, Mike winds the finishing turns onto the rubber motor (okay, okay, rubber band!) which powers the SAA "Osprey" glider just completed by his young companion. A few seconds later the "Osprey" was chugging sedately across the hall, perfect manners, perfect ending. Wish all models were that well-behaved on their first flight!



Inverurie indoor event. Our photographer JB implied it was a difficult little Fokker to snap in the hall's very low light levels.



No need to stand face on to a cold wind when taking off with a helicopter. "It's less bovver wiv a hover!" says John McConville!



First aileron model for Neil Davidson, and a successful first flight under his not inconsiderable belt. At full throttle the Twin Star motors like a bat out of hell, but pull back to around a one-third setting and it'll tootle around quite happily waiting for Neil's heart rate to settle down.



A well disguised Jim Masson and Brian Allen battle the elements for an hours pleasure on the Cairn, mid February.



Mike Pirie's electric Hercules needs a bungee assist to get off the deck, but looks totally convincing in the air.



Meantime, Mike's tiny (check out the indoor meeting shot) GWS Stealth Bomber in an outdoor environment. Neither the cheater fins nor the 2 props are noticeable in flight. Smart! Needed a few flights to get it dialled in, so not an absolutely ideal first aileron ship! Flying it at the Inverurie indoor event showed up some interesting control characteristics which hadn't been apparent outdoors...

Indoor antics

Derek Robertson

I recall the first and only indoor event that I attended as a spectator was, I would guess, around 1996 at the Aberdeen Exhibition Centre. Hugely enjoyable, but free flight rubber powered models were the order of the day, with (I think), only two radio controlled planes, one a glider which seemed reluctant to perform, and the other a small diesel powered high winger whose engine couldn't be coaxed into life.

A leap forward both in time and technology to the Inverurie Garioch Sports Centre in January 2003 for a complete reversal of the situation, with only one rubber powered model present in an all-RC electric environment. And the man winding the elastic was non other than our very own Jim Ruxton with his "Penny Plane", the remaining participants happy to relegate the elastic to holding up their Y-fronts! That said, Jim's plane flew effortlessly for 2 or 3 minutes on each occasion that it was launched and made for compulsive viewing. There was only one competition, for a spot landing, which took place at the end of the session, so the emphasis was very much on having fun and experimentation for the many first time indoor flyers.



Jim and Mike get ready to do battle indoors!



Inverurie club chairman Quentin Mayberry (L) lines up to do battle in the Spot Landing comp. No ADS involvement in this because Mike's hovercraft (throttle back- kerPLONK!) was ruled outside the spirit of the rules. Three manufacturers represented here, with a Simprop Fokker Triplane, Graupner Piper Cub and a GWS Tiger Moth. The Moth won!



A very effective powerplant for lightweight indoor and parkfly models, a GWS unit in this case. Tiny electric motor married to a high ratio gearbox and matching prop, one ounce and a whisker! This combination pulls around c. 1+A at full chat, so powered from a 7.2v 1.2mAh Lithium Ion pack (about 3oz), flight times of an hour or more are possible between recharges.



In complete contrast to the Tiger Moth, the GWS B2 Stealth bomber proved to be an exciting challenge to fly slowly indoors. RH turns okay, LH = unrecoverable spiral dive!



This SP400 powered fun-fly machine proved a tad too large for the confines of the hall. ROG'd in time to meet the end wall every time!

The helicopter contingent (mostly Ikarus Piccolos) seemed happy to confine their activities to hovering in one corner of the hall, with only one coming to grief after shaking itself to pieces, but all the excitement was provided by the fixed wing boys, who, by and large, were using park fly models. Yes, it was a laugh a minute for club groupies John Barnes, Alan Stewart, Graham Donaldson, and Brian Allen, who witnessed most of the aircraft being introduced to the brickwork at some stage in the proceedings. The first time I heard someone shout, “duck”, my first reaction was “how the heck did that get in here?” But the good news was that these lightweights, suffering little or no damage, were generally back in the air a short time later ... much appreciated by the “heavyweights” spectating!

Organiser Quentin Mayberry had modified a lovely Simprop Fokker Triplane, fitting an additional servo for centre wing ailerons, which allowed tighter turns in the confined space.



Quentin's Triplane, showing (hopefully) the centre wing aileron conversion. A necessary modification apparently, early flights showing a distinct reluctance to actually turn!

A Graupner Mini Piper, also caught the eye. This little “foamie”, powered by a direct drive Sp 300, was extremely fast, but very agile for a rudder/elev. model, and performed well throughout the session. The dedicated indoor stuff like the GWS Tiger Moth with its geared 150 motor and the flimsy looking IFO were in their element. The latter, a collection of carbon rods and film covering, could loop roll and even prop hang with ease. Most impressive. Pity it didn't look much like an aeroplane though!



Mike Pirie had a couple of models on show, but picked a safe option for his first “flight” of the afternoon by tearing round the hall with a recently completed Hovercraft. Talk about boy racers! However it wasn’t long before he was coaxed into launching his little foam Stealth Bomber. This model has already had a number of outdoor sorties under it’s belt, and after extensive trimming adjustments flew very well in calm conditions. Well, you couldn’t get

much calmer than this, could you? Away it went at a great rate of knots, looking promising until a 30 foot high wall got in the way (far end of the hall to you ‘n’ me!), the steep bank required to complete the 180 turn almost resulting in a tip stall. Mike persevered, but I think that a couple of laps was the best he could do before things generally went completely pear shaped.

In the interests of safety, everyone had been flying counter clockwise circuits of the hall, but with no one else in the air at the time, Mike attempted his final flight with the Stealth in a clockwise direction. It now handled the turns much better, with the flight terminating in a knife edge pass between the wall and a net curtain (a space of no more than 9 inches!), followed by a landing on his jacket, which fortunately, he wasn’t wearing at the time! Most definitely the stunt of the day.

All in all, an excellent event well worth attending in view of the previous two (six?) months atrocious weather. **DR**



Caption Competition. Postcards to Derek, please!

Barmekin last year, for the maiden flight of your Ed's F15 Eagle. With no easy hand holds, Keith Donaldson pulls off the perfect launch, but the 10 mph wind couldn't keep this particular "brick" airborne! Originally designed for IC, it quickly became apparent that the the chunky inboard ailerons were also ineffective... perhaps tailerons is the answer?
 Photos: George Whelan



And in contrast to the moody weather at Barmekin, here's a slope site enjoyed by ADS South African correspondent Dave Greer, an area where the sun always shines, it's always calm for thermal events and the wind always perfect for slope events. Sigh....

A neat piece of formation flying with four (look again) Impalas, which look like SA's answer to making the aerobatic slope kipper style of ship into something entirely more pleasing to the eye.

A New Model Shop

John Barnes

In the years I've been modelling I've never been to an Opening Day for a new model shop. I have managed one or two closing-down days though, always good for a final bargain (i.e. you don't need it but it's cheap). So when I heard about a new shop being opened in Banff by Guy Taylor, I decided to toddle along to check it out.

Guy used to run a model shop in Turriff, a shop which also specialised in computer equipment. The Turriff shop is now computer sales only, a great pity for me because it wasn't far from my doorstep for bits and pieces and parking was free. Ah well, back to reality as I



Guy supporting a cruciform tail Pike Plus, a typical Open or F3J or fly-for-the-fun-of-it-all thermal soarer these days. The extreme ranges such thoroughbred ships have to be able to operate at in competition requires perfectly predictable and stable flying manners, which makes them a joy to fly for any pilot. Just ask John McConville or Neil Masson for the origin of the ear-to-ear grins when they're flying their Erasers!

motored the gentle 25 miles to Banff in the equally gentle grey rain of a February day.

The shop is easy to get to (2nd right past the golf course [L] and football ground [R] and the car park entrance is immediately on your left) and there is a large council car park nearby, which has to be paid for (10p/hr) unless you park in the green striped area, which is free. Neat shop position too, with a betting shop next door and an Indian restaurant, tavern and a fish & chip shop across the road. Add a bordello above Guy's place and that's my lifestyle needs catered for.

Opening day is saddled by the fact that much shelf support goodies and other fittings are late delivery, but despite this it's possible to see a fair range of interesting kit models behind the cardboard mountain. Power planes, helicopters and cars, mainstream stuff, just the sort of thing most modellers or new starts are looking for when they wander into a high street model shop. Or Low Street in this case, cunningly thus named because it's a bit lower than Banff High Street! Less frenetic and more relaxed too, and it was great fun swigging coffee and chatting about the good old daze behind and the entertaining times ahead (Guy's dad, Tommy, founder of the best soaring fly-it-for-laughs competition format known to man, the legendary Taylor Trophy event).

Note that none of the huge range of moulded soarers of all types which Guy sells mail order is normally held at the shop, so it's no good dropping in expecting to see this sort of thing, although what Guy is happy to do is bring something one may have an interest in into the shop on an agreed day. Assuming he can fit it into his car, that is. A lot of these ships can come in very large boxes. He also carries a good range of smaller soarers of course, hand-launch gliders, 2m ships, electric ships, pylon racers, etc, which offer considerably less of a transport challenge.

I was particularly taken with one electric ship, the Nelly (yes, I know!). 1.8m span—with full span ailerons—part-moulded composite wing, glass fuz and V tail. So what's so special about it? The 9.6oz airframe weight for starters. Outstandingly light, it's suitable for a huge range of power options from SP400 upwards.

The fuz is comodious enough to house a sub C pack for hooligans, while a SP400 setup will render a c. 20oz 1.8m lightweight for relaxed, power-assisted soaring. At £99 I couldn't resist one, particularly as my first kit electric soarer, a Graupner Electro Junior, cost me a lot more than that over 10 years ago!

Soarhigh Models

14 Low Street

Banff

Aberdeenshire

AB45 1AS

01261-818404 (shop)

07775 882996 (mobile)

Note that it is Guy's brother Gary who operates the mail order side of the business and is therefore normally the first point of contact for the moulded models, particularly if it is a straight phone or email order.

Gary can be contacted on **01343-820542** most evenings between 6 to 10.30pm (UK time!).

Email addresses are:

Guy - bossman@fastflying.fsflife.co.uk

Gary - gary@solo27.fsnet.co.uk

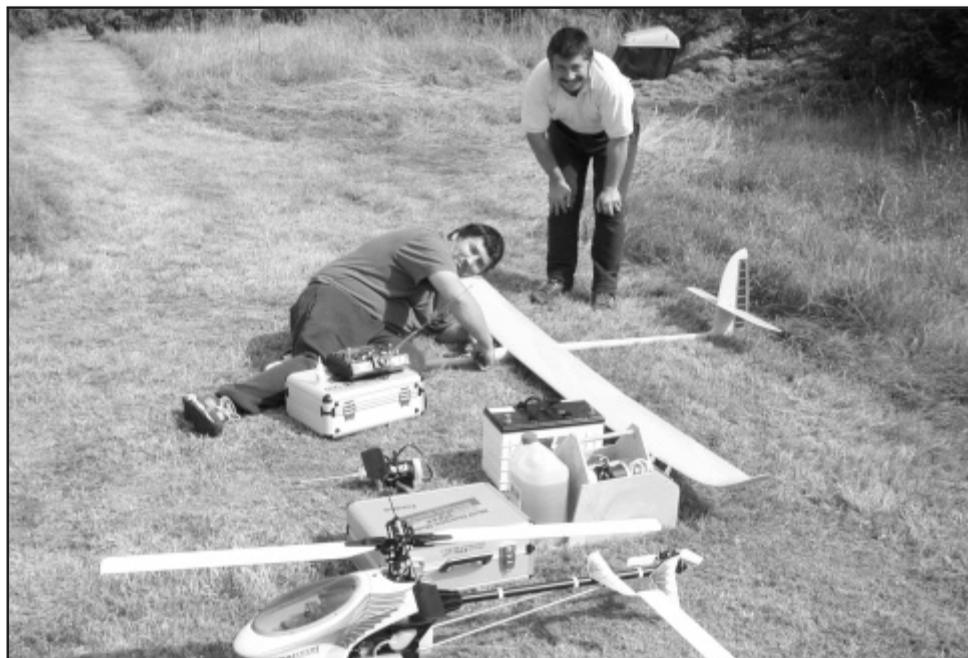
The range of moulded ships available is enormous, not least because there are often several variants of each model. V tail or cruciform tail, all glass, glass and carbon, all carbon, or a special lightweight version. Some models are available with an electric fuz option. To order, you can even specify the colour scheme of choice, although tartan may up the price a tad!

Browsing some literature at the shop, I noted that one soarer manufacturer is branching out into scale and pattern powered planes as well, the composite manufacturing skills and design techniques developed for the soaring side of the market (where, in competition, such things are tested to the limit—and beyond!) leading to some really magical creations for i/c, EDF and turbine power. Drool...

Guy also has special offers on models from time to time. As of last week, this included Jaro Muller Esprits, top quality 3m all-moulded, full-house soarers at £300.

A good opening day. Thanks, Guy.

The lads try to fly what they sell so they can provide customer input on the basis of experience. Here the experience is being used to sort 'down-elev' on 'up' stick!



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 at 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.

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

Movers & Shakers

Chairman	<i>Mike Pirie</i>	01224 323640	mpirie@angusfield67.freemove.co.uk
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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.