

ADS



Short Finals



A snapshot of club activities in 2005

Gosh golly, what on earth happened to 2005? I still remember vividly the final indoor meeting at the Cove Bay Hotel back in March. Armed with laptop, video projector and a pile of DVD's, George Whelan dished up a feast of flying sequences that covered everything from full-size sailplanes through to the tiniest of indoor models. Although most models were very impressive in the air, the one thing that particularly impressed me was the unimpressive standard of landings from both the scale glider and slope pilots. Not the impression an impressionable young guy like myself had expected, if you see what I mean! So there's still hope for some of us duffers yet I would guess! Brilliant idea for a winter's night George; hope you can do something similar this time around.

For many of us the lion's share of flying days throughout last season were spent on the slopes, a delightfully pollution, gremlin and wife-free environment. On the occasions when either Calder Park or Kerloch were flyable a number of electric flyers were dogged with more than their fair share of inexplicable glitches. OK, everyone at one time or another has experienced an odd kick during a flight, but this year John Barnes, Mike Pirie and Iain Manson were not so lucky with a total write-off and two badly damaged models respectively being the result. There were no apparent explanations for these mishaps and certainly no clear indication of a shoot down. I still get a lump in my throat at the thought of my good old 'Fan-trainer' Sp400 hack biting the dust during a sedate (and no input) fly-by. A kick and roll straight into the ground before I could say "What the fu.....?" A total re-kit and no-one else at Calder Park that day. So for me, my next electric model, a largish scale Chipmunk, will at least be given a fighting chance and fitted out with a dual conversion Rx! (Mike Pirie has a few thoughts on Rx performance just a few pages on.)

On a more literary note, early 2005 also saw the publication of a local loon's wartime experiences. "So what?", you may ask? Well,

the author is none other than chairman Neil Davidson's dad, Fergus, and a dashed good read it proved to be.

The opening chapters start with a very amusing account of his teens during a pre-WWII engineering apprenticeship in Aberdeen. Prior to the beginning of hostilities he joined a Scottish Cavalry regiment, but jumped at the opportunity to transfer to the RAF early in the war, narrowly missing a Battle of Britain posting. However, he did fly night-fighter Hurricanes at Tangmere, photo recon from Hawkinge and was eventually sent to fly Spitfires in the defence of Malta, where he was shot down by an ME 109 (if I remember correctly). As a prisoner of war, his internment proved to be no picnic.

Appropriately enough the book is entitled "From One to One Thousand Horsepower", written by Fergus Davidson, is available from Woodfield Publishing and is thoroughly recommended. (Considering that Neil's dad spent most of his active service life trying to rid the world of German equipment, I think it more than a little ironic that said son now almost exclusively builds, equips and flies Multiplex model equipment!)

Still on the literary path, JB received a great prize for winning the Classic event at this year's Scot Soaring Nats (JB's 24 year old 'Aquila' somehow managing this feat despite the pilot, the airbrake-free Aquila being rebuilt over the winter courtesy of the near-vertical spot landing technique utilised). A delightful book, covering the early years of Scottish aviatory matters. 'Prestwick's Pioneer' is the title, outlining the exploits of one David F. McIntyre. One of these exploits was to fly an open cockpit Westland Wallace biplane over Mount Everest in 1933! The book is authored by David's son, Dougal, himself a competitor at the Nats. (ISBN 1-903953-59-6 is the code for Santa 2006.)

Talking of Spitfire pilots, Graham Donaldson has nearly completed a 70-inch span mark IV Spitfire which will be finished in the 145

*Cover Pic: Alan Stewart's electric ASW and an old Norrie Kerr-built Phoenix soarer surf the Brimmond Hill waves early May 2005.
(photo Mike Pirie)*

Notes from the 2005 AGM

squadron markings flown by his uncle, posted missing after a mission over France in July '41. Hopefully more about the actual pilot and the model in a future issue. Very patriotic, Graham!

Our very own Bill Stark celebrated his 70th birthday way back in March 2005, and below is a photo of the secretly commissioned cake, organised by wife Sadie.



For those of you not in the know, Bill served in the far east as flight engineer with 34 Transport Squadron during the 60's. The birthday boy was delighted with his surprise cake, pointing out that, "The wing loading on the marzipan and sponge Blackburn Beverley was too great for it to fly anywhere other than down our throats!"

Much water has passed under the bridge since the last issue of the ADS newsletter back in December 2004. Alas, mostly rain water at the beginning of the flying season! Since JB and myself took over the newsletter reins back at the turn of the century we've had a reasonably steady supply of material to fill the pages, aided and abetted with a little arm twisting here and there of course. But this last year, now! Not a big deal you say. And quite right too! So John and I will just proceed on the basis of going to print when there's enough material to justify the effort, instead of trying to put out the 3 or 4 issues as in previous years. Any breaking news, club events etc, will be sent out electronically or by snail mail. In the meantime, here's the latest offering of modellers' versus the elements, a pot-pourri of scribbings and photos gleaned over the last twelve months, starting with a brief AGM run-down from Jim Ruxton. Read on! **DR**

These notes are not the official minutes, these will be issued in due course. Most of you will already have had something like this by email, but not everybody in the Club has email.

The office bearers elected were:

Chairman	Neil Davidson
Sec. & Treasurer	Jim Ruxton
Events Organiser	Mike Pirie
Safety Adviser	Derek Robertson
Auditor	Graham Donaldson

Club fees for 2005/2006 will remain at £12 but SAA members will know that the subs have gone up to £26. SAA members should have paid by now, but if you haven't get the money to Jim Ruxton ASAP (or even faster).

There will be winter meetings in 2006 at Cove Bay Hotel on **Tuesdays 10 January, 14 February and 14 March**. The annual Hazlehead event will be held on dates yet to be fixed.

It was agreed that all regular fliers should have their own frequency board and the first at the field should place his board at the pits. A simple board can be made by fixing pegs to a piece of stick or dowel.

A frequency checker will be bought to cover the new frequencies introduced some time back.

Indoor flying events are being held at the Garioch Sports Centre at Inverurie on Sundays, 29 January, 26 February and 26 March 2006, 2pm to 5 pm. Cost is £6.00 at the door.

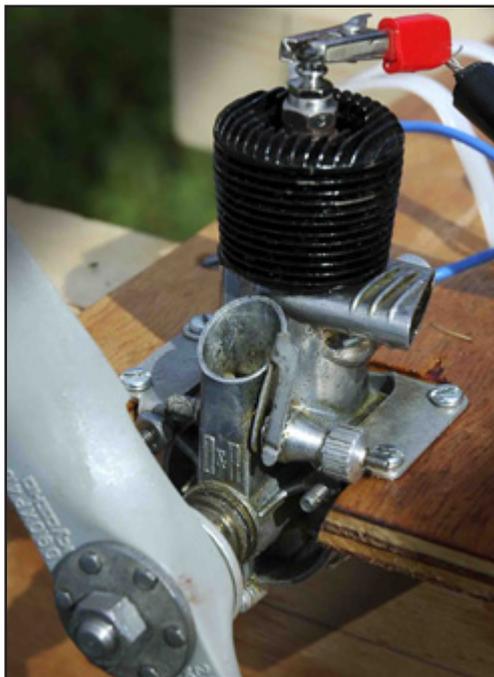


More airlines are introducing free child places...

***We have ignition...
but no lift-off yet!***

Bill Stark

When work started on my vintage Gladiator, Terry Shields told me he had a petrol engine which might be of some use. He thought it was a replica. It wasn't, but turned out to be a genuine Ohlsson 23 (about 4 cc) from around the 1950's era. Ignition versions of this motor were still advertised for sale in 'Flying Models' and 'Model Airplane News' magazines until about 1953. After that period only the glow-plug variety were available.



Terry's engine came with two spark plugs and the (then) usual crankshaft actuated contact breaker/advance and retard mechanism, but no other ignition bits. It had obviously been run at some stage, but was seized up with the piston sitting at top-dead-centre (TDC). Electric flyers can ignore these technical terms! All attempts to dismantle the engine had so far failed, but after a long soak in 3in1 oil and a wooden dowel inserted through the plug hole, the piston was finally freed. Obviously great

care was taken to protect the very light crankcase casting.

Placed on a home-made test stand, the motor ran using glow ignition. No silencer fitted of course, so lots of noise!



The owner and head mechanic chortle merrily at the very mention of the old 'piston broke' joke! [Note to younger readers: please explain the joke to dad]

The search then started for the rest of the ignition system. A suitable circuit was found in a vintage motor cycle manual from the Central Library, which required a battery, coil and condenser. A visit to the spares department at Shirlaws Motor Cycles proved to be very successful. The young men at the spares counter (all men in shops these days are young, just like my friends in ADS!) were experts in electronic ignition systems, but had never seen an engine as small as 0.23 cu. in. However, they did manage to find a very heavy 6-volt coil and a small condenser.

When the circuit was assembled, we had a good spark at the plug, but alas, all our work was in vain! The original contact breaker assembly worked off a spring-loaded set of points operated by a dwell on the crankshaft. The advance/retard mechanism wouldn't allow the timing to be set at the correct point, which

is just after TDC. It would seem that the small leaf spring used to set the timing was broken.

So Terry has several options open to him :

1. Sell the motor to a collector.
2. Use it as a vintage glow motor.
3. Persevere with getting the contact-breaker assembly working.

Option 2. would look really good in a three-quarter size version of the Gladiator!

(Having messed around with car engines in a former life, I would have thought that the ignition timing needed to be set a few degrees before TDC, but Bill assures me that this is not the case with a single piston motor learning something new every day! Ed.)

[No worries, dear Ed. The dynamic duo are obviously trying to run the engine backwards or intended this charming article for the April edition.<g> JBJ]

Indoor meetings held during the summer

Jim Ruxton

Three indoor flying meetings were held in the summer at the new indoor curling rink at Eday Road. Aberdeen Aeromodellers organised the events and they proved to be popular by those who took part. The curling rink is a large arena ideal for indoor flying. It has a very smooth concrete floor (there is no ice in the summer!)

The first event took place on Saturday afternoon 7 May when 21 fliers took part. At £5 per pilot this gave an income of £105, which covered the £100 cost of hiring the rink. I didn't take a note of all those who flew but we had a few from ADS and at least one from the Inverurie Club.

The event was repeated on Wednesday, 22 June, but in the evening, and 16 pilots took part. The last event was on Saturday afternoon, 16 July, when 11 pilots flew. GTi Models helped out with the deficit arising from the last meeting. I don't know if Aberdeen Aeromodellers intend to repeat the exercise next year. It is just a pity that the rink can only be hired in the summer when we all want to be flying outside.

(I've heard rumours that the venue may soon be open all year for curling, so theres a possibility this might not be available to us next year – Ed)

From pilot to pincushion in 60 short steps

Terry Shields

Having climbed to the top of Brimmond in the snow early February '05, I thought to myself, "Snow or no, I'm going to fly come what may!" The wind was strong and slightly off to the right, more northerly than forecast. After two unsuccessful attempts to get my 'Big Bertha' EPP sloper away, I foolishly opted to give it one more go (it's actually a 52 inch span Stan Yeo 'Fun Start' but looks really BIG to me!).

Immediately after the third launch, the old girl decided she'd had enough of being chucked unceremoniously into the snow and went AWOL, peeling off to the left and disappearing over the crest. Not knowing how far she had flown, I spent the next hour or so wading through knee-deep snow searching for a white glider. Nothing!

The next day, Iain Manson and myself continued the hunt, scanning the hill-side with binoculars and covering most of the open ground on foot. We concluded that poor Bertha must be buried somewhere in the big patch of whin bushes to the left of our usual flying spot. Once the snow had cleared, several further search and rescue attempts were made, but alas to no avail. Putting this down to experience, I finally gave her up for lost, never to be found.

Jump forward in time to mid-June, for a test flight with my new 'Kawasaki K61' PSS model at exactly the same location, when blow me, I flew the tricky little bugger straight into the middle of the whin bushes! Yes, a real PSS'er! Fortunately this time there were 3 pairs of eyes on hand to pinpoint the spot where she came down. With Iain and Derek on hand to wiggle the Tx sticks and shout instructions, I was guided ever so slowly through the prickly jungle to where the Kawasaki lay. *(Despite having vanished in the undergrowth, we managed to keep track of Terry's progress thanks to the string of oaths and occasional "Ooyahs!" - Ed)*

(Cont. over)



It's a funny old life! Our pint sized pincushion (on the left) photographed only moments after emerging from the "whins" with a handful of models. Iain Manson holds up Terry's undamaged Fun Start, but thinks twice about suggesting that he should go back to look for the missing wing bands! I love a story with a happy ending, don't you?

There, 60 or so paces into the void, sitting less than 6 feet apart lay both my models! I had almost stood on Big Bertha, and was so tickled-pink that I picked her up and held her triumphantly aloft. With a shout of "Never mind that thing, get to the Kawasaki", ringing in my ears, I struggled back through the whins and emerged punctured but happily carrying both planes.

After spending 2 days in the airing cupboard (Big Bertha that is, not me!), a new battery was fitted and the radio gear duly switched on. Everything worked! With little damage to the airframe, only minor repairs were necessary, but I decided to replace the white covering with a snazzy new red and black colour scheme that the model now flies in.

The moral of this story? Don't fly a white glider in the snow! Of course, if I'd not launched for a third time... **TS**

Receiver revelations

Mike Pirie

Glitches, failed range checks and crashes - I've had my fair share of them this year! Ok, so it's all part of the hobby and we all have to deal with them in our own way, but with my particular selection of nasties, I think I can safely lay the blame at the door of one particular item of equipment - the receiver, or to be more precise, the 'mini' receiver. By mini receiver I mean those receivers which are now on the market boasting small dimensions and very light weights. They all use mini crystals and many have half-length aerials. I've come to the conclusion that they should be avoided for all types of flying other than indoor or park flying (whatever that is!) and I'd just like to relate my experi-

ences with them and why I've made the decision to stop using them.

Case history 1

The Micro Floh, a high performance slope soarer, initially fitted with GWS 6ch micro receiver with mini crystal and weighing 8 grams. I used it with this receiver for several months but the flights were fraught with glitching problems, incipient spins and occasional sudden arrivals. Being made of glass and having very fast flying characteristics, it was a new type of model for me, so I just assumed it was pilot error and I would have to learn how to fly it properly. Wrong! The receiver was the problem. The model was re-fitted with a full-range Hitec 4ch unit and it now flies without a hitch (or glitch).

Case history 2

With the Interceptor nearing completion, and fitted with the Schulze 4ch mini receiver (weight 9 grams), it was taken out to the back garden for preliminary range checks. With the aerial down, the range was less than 5 metres. After trying all the usual things, aerial position, different crystals etc, I could not improve much on the range. I was really puzzled and I even went to the extent of stripping off the aluminium covering which had been used on the fuselage - all to no avail. I did not suspect the receiver as this particular receiver has been working satisfactorily for years in the Arriba. Anyway, it turned out indeed to be the receiver. This was changed for a Hitec full-range unit and the problems have gone.

Case history 3

Control of the Focke Wulf was lost and it spun in at Kerloch during the summer. It was fitted with the Schulze mini receiver.

Case history 4

A few weeks ago, with the weather due to deteriorate, I was hurriedly preparing the Herc for flying as I was dying to find out how it would fly with a Li-Po pack. The only receiver I had at hand was - you guessed it - the Schulze mini. I grabbed it, installed it quickly and went off to fly. It took off (under bungee power as usual), flying a hundred metres before control was lost and down it went! (Moral - I was getting too cocky!)

I am now convinced that these lightweight receivers are definitely a bad idea for our type of flying. They are primarily designed for indoor or park use and in my opinion should be used for this only. This is corroborated by Stan Yeo in his article '*Simple Rules to Classify Receivers*'. His article is worth reading as he goes into the technical reasons for not using these receivers. To quote from his article, he recommends that you avoid receivers that:

1. *Take a half size crystal or weigh less than 15 grams - indicates the Rx has been built with strict weight limitations - miniature components are less efficient than their larger sisters, particularly tuning coils*
2. *Are marketed as suitable for 35Mhz or 40 Mhz simply by swapping crystals - this indicates that the receiver has a high bandwidth and hence poor selectivity*
3. *Have a half length Rx aerial (normal length is 900 - 1000mm)*
4. *Have less than 5 active filtering components i.e. tuning coils and ceramic filters - tuning coils are normally housed in a metal 'can' whilst ceramic filters look like rectangular plastic blocks*

You can find Stan Yeo's article at www.phoenixmp.com/articles **MP**

[Interesting experiences, Mike. The crystal is potentially the weakest link in Rx systems. Extremely fragile, I'm told. I've had a brand new Futaba Rx crystal fail completely after 20 minutes, fortunately while still setting up control throws in the workshop. A model which ground range-checked perfectly at 200m yet lost the plot 30m up a towline launch with other transmitters switched on. The Highlight 1.8m electric model, destroyed this year by a serious glitch/capture/whatever, an autopsy of bits revealing that ironically the only part still working, and range-testing perfectly, is the 7ch Jeti receiver with a Futaba crystal!]

F5B competition demands absolute reliability in radio equipment. So I've asked Wolf Fickenscher, the F5B world Champ, which receiver he uses. Wolf has kindly replied:

"Most of the F5B pilots (including me) use a Graupner SMC 19 receiver. The SMC 14 is good, too. I hope you have a Graupner transmitter, so that you can use these S-PCM receivers".

So for those with a Graupner tranny... :-) **JB**

Hazlehead Park 2005

Derek Robertson/John Barnes

Saturday

This year's annual club event at Hazlehead had to overcome the usual obstacles of dealing with the District Council, the vagaries of the weather and support from the membership, so I guess one out of three ain't bad!

A number of the goal posts had still not been removed and the stakes and ropes for marking out the pits area had failed to materialise, but some sterling work by Secretary Ruxton resulted in the missing stakes turning up mid-morning. A steady wind blowing from the north meant that the area immediately in front of the changing rooms was calm, but once out at the centre of the park, a fair bit of turbulence could be experienced between the occasional spit of rain. However, there was a good turnout, lots of guys and even more models!

Because of the wind direction the two winches in operation had to be set up at the far end of the park with the turn-arounds located just short of the pits and changing rooms, resulting in a long walk for some of our older members. Such is life!

Despite this, much good flying and banter was to be had on the Saturday. Colin Stewart's Twin Jet struggled badly on 7 cells, but was transformed on a loaned 10 cell pack, which just happened to stick on full throttle soon after launch,

convincing all of us uninformed spectators that the pilot was on drugs. It landed safely once the batteries gave out! Jim Masson wasn't quite so lucky with his K8 scale glider during an aerotow from John McConville's Piper Cub. The take-off and climb out went like clockwork, but things started to go pear-shaped when the K8's release failed to operate. In the ensuing aerial cartwheeling, the tow-line eventually snapped and Jim made a forced landing in the adjoining park, almost pulling off a perfect touch down until a tree got in the way! The quarter scale glider was extensively damaged, but hopefully repairable. John McConville's Cub landed safely and appeared to be undamaged.



Part of the pit area, with the Cub and ill-fated K8 prior to their adventure. What can't be shown is just how bloody cold it was!

Graham Donaldson brought along a stunning electric A10. Twin fans, retractable U/C, superb paintwork and a marvellous selection of hand-crafted weaponry (bombs, rockets, missiles etc). Hardly the best of conditions for a maiden flight, so Graham settled for a brief taxiing test which indicated that his tank buster would probably lack the power to lift off grass without a bungee assist.

The grey, overcast and breezy weather remained with us throughout a day in which the winch-launched gliders and lower

powered electric models struggled to cope, but larger, more powerful models, the likes of George Whelan's Big Swift and JB's Highlight 1.8, handled the conditions comfortably.



Graham Donaldson relaxes while trying to decide whether a first flight attempt for his drop-dead gorgeous A10 is tempting fate with so many bloody cameras around! Chris Gold plan, Spring Air retracts, Wernotec Mini 480 fans housing Hacker B40/8 motors each with Hacker Master 70-3P esc's fed from a 10 cell 3300mAh NiMH pack.



Brian Ord steadies the K8 for the ill-fated aerotow. Both pilots did a great job in recovering from the entertaining free-style aerobatics when the line broke, the K8 then lined up for a perfect landing in the huge field on the other side of the trees which surround the main site...

And that was it for me because Sunday was back to work for this boyo! Hopefully JB can recollect something of Sunday's competition events, so without further ado, over to you, John.



Photographed at the crash scene, the pilot expresses concern over his participation in such a high risk hobby!

Sunday

Mike Pirie in paparazzi mode but having trouble with his camera, it shutting down on low battery despite having been charged that morning, so unfortunately not many shots of the day's adventures. The Taylor Trophy was flown first, a low-key fun thermal soaring competition which simply requires a pilot to make 15 minutes exactly from 3 flights, 8 minutes a slot. As last year, this event was followed by an All-Up-Last-Down (AULD) jamboree for electric ships. One delight this year was a visit from Brian Sharp and Tom Preston, competing in both events. As this formidable and very successful Away Team flies comps in their dreams, an entertaining challenge for ADS members to keep the coveted trophy 'up Norf' loomed large!

I had little time for picture taking, especially during the soaring event. With my winch in use by ADS pilots for every slot it was busy for me, out to the turnaround after every launch to ensure the line wasn't snagged around the pulley. Others simply collected the chutes, but I had a line snag at the turnaround during a comp once so know it's an important detail not to overlook. After the 2nd round it was decided to relocate the winches 90 degrees (my 2nd round launch was with a tail wind, not a problem with my winch but a struggle for Norrie's and Jim Ruxton's low power winches).

Pretty dark and gloomy looking all day, and cold, but the air was much calmer than Saturday with good lift to be found for those

who went looking for it or were prepared to risk all heading for distant circling gull clusters. In the first round Brian Sharp whizzed back from around a 1000' for a 7.31. Same round, I was about the same height over a quarter of a mile away in my slot and had the brakes out for a long time to lose height at a genteel 30 degree descent in the final minutes of the slot, 7.20 the result. Brian Ord and Jim Masson were sharing my winch, Brian getting a good flight in the first slot, Jim okay-ish but with work to do in the next round. Jim



George Whelan's Big Swift put up a good fight in the AULD competition. Smooth flyer despite George!

tickled pink with his full-house F3J model, the first time I think he's flown it seriously (or at all?). Norrie had a bad first slot, his winch battery apparently flat. The model came off the sagging line around 100', not helpful! A change of battery allegedly made a difference for future rounds, but it still didn't look too clever (post-comp, Norrie discovered that under load the motor takes a vacation). As George Whelan was sharing Norrie's winch as well.... Norrie's 1st round flight time of 1.03 was handsomely outpaced by George's time of 1.19 :-). John McConville popped in a cracking 6.20, Jim

Ruxton a 4.30 BUT plus a landing bonus of 30 seconds, so 5 minutes a good start, especially as Jim's winch is more an anti-gravity device than a low earth orbit launcher. I surmise that's why Bill Stark's flights were pretty short after low launch heights.

The 2nd round was tactical flying for a number of pilots, an early landing required, but a challenge for those needing a pick-me-up, i.e. a MAX after their 1st round efforts. George

Whelan didn't fly again because he'd damaged his model in the 1st round. Jim Masson put in a cracking 7.12+30, Brian Ord and John McConville also put in good times, ditto for Brian Sharp, Tom Preston and me, who all landed early to avoid making the 3rd flight too tight to achieve easily. Norrie managed a good 4.04+30 from another low launch, but not enough to be in contention with his poor 1st round score. Jim Ruxton did a 2.26+30, so still in with a shout. Bill Stark had another poor launch and flight so was out of the running.

On reflection, I think the lads suffering from poor winch performance would have been better to have switched to hand tow for the 2nd round onwards. It would've made a huge difference to their flight times.

Show time! The 3rd round. Brian Sharp landed 3 seconds early (14.57) because Tom Preston had miscalculated and set the wrong time on the countdown timer. Thanks, Tom!

Jim Masson had a perfect flight, perfectly aligned for the landing, me counting him down every second. So just how Jim lost the plot in the final moment and landed 2 seconds early.... Norrie needed 8.53 from his 3rd flight, not easy with an 8 minute slot time. He had a cracking 3rd flight though, managing 14.21 overall, a great come-back effort. Like Norrie, Bill Stark and Jim Ruxton had too much time to make up. Tom Preston was the first to make a perfect 15 minutes. Doesn't get any better, Tom. Brian Ord managed the same a few seconds later. Hey, a fly-off! John McConville then gracefully joined this throng of perfection, your reporter bumbling blindly into this group at the end of his flight.

A fly-off the traditional way to resolve such matters. Two 8 minute slots to make 15 minutes now. All launch on the buzzer. Four models whistle off the lines, three turning 90 degrees and heading right, me off in the opposite direction. Very luckily as it turns out, the lift having disappeared completely by now but all the sink away on the right. Brian's 100S ship manages a 2.28, John's Eraser a 3.06 and Tom a 3.19. They all miss the spot on landing. Thanks, chaps! Away on the right I've gone a long way north over the park towards a very distant circling gull. I haven't reached it before I get low enough to make a return mandatory. I try a few turns but zilch, so ease back into the field area and luckily land on the tape. 5.17+30.

Disaster for Tom's F3J ship in the 2nd slot. The others have to go on the buzzer, me the luxury of waiting and watching. Tom over-rotates when coming off the line, which gets

snagged in the elevator and jams it. The model, tangled in the line, goes in vertically from great height. A write-off. Brian Ord can only manage a 2.21, but John McConville looks like he's onto something, so I launch to cover him, decide the air somewhere else looks better and try that. It doesn't work. I'm down early, John also very low over the field now (30') but maintaining height. I make 3.26, John 5.08. We both make the spot. Final result. Tom 4th, Brian 3rd, John 2nd and me 1st, so a successful defence of the Taylor Trophy (greatly helped



The always welcome Away Team, Tom Preston (L) and Brian Sharp, Tom still pondering how he managed the timing dyslexia which knocked Brian out of an easy fly-off place in the Taylor Trophy. The ADS pilots were naturally very supportive and sympathetic about this!

by Tom <g>). Calm weather allowed me use of the Eliminator 134, not at a disadvantage under such conditions against the full-house ships. Not sure what I'll do when it's windier though!



Ye olde, battered, Chouffe beer sponsored Eliminator 134 collects the Taylor Trophy for the 2nd year running, Brian Ord, CD for the event, doing the honours with appropriate sarcasm.

I didn't fly in the AULD comp because my pack had expired with a shorted cell, discovered Saturday night on arrival home (why is there a cooking smell in the workshop?). No

spare pack, so... I think the picture shows the AULD field as I recollect. I launched for Tom Preston, the rest self-launching. A pity that Neil didn't have his Li-Poly Easy Star available, the only set-up (or a 3300-packed Elipsoid?) likely to give the winning model a run for its money, which was Brian Sharp's 10 cell (GP3300) Graphite. Modest current draw (< 40A) but a good prop match (Aeronaut 17x9) for the Kontroniks 502 drive-train took the heavy model aloft with ease. The air was pretty reasonable and all pilots got good flight times, especially George Whelan, but nothing came close to the Graphite because generally speaking the bigger they are the longer they stay up! It was by far the biggest, heaviest model flown.

Brian completed the show with a sparkling aerobatic display – very elegant vertical eights included – and parked it at his feet. Nice one, Brian. A great day's flying. Even the frozen spectator enjoyed it! **JB**



The AULD team. Brian Sharp leans on the big 'Graphite', a superb electric soarer and very aerobatic in Brian's hands.



After cutting his teeth with a Twin Star, Alistair Marshall's second successful venture into electric flight is with this Sp 600 Balsa Cabin Sonata. Groovy colour scheme of bright red wings and flourescent green fuz, with the builder sporting an even groovier pair of "troosers" think there's still a bit of a hippie in Alistair!



A beautifully finished RBC Skyray ducted-fan kit from Graham Donaldson (yet another lovely model sigh!), which couldn't quite cut the ice on electric power but was tested as a PSS'er, off Brimmond. Unfortunately it was not keen to perform here either, flying backwards in the brisk breeze! (as did my F15 Eagle on the same day, which has over twice the wing loading Ed.) Any suggestions guys? [Yes. Increase their weights until they go where you want 'em to! JB]



The ever popular Twin Jet, belonging to Colin Stewart, gets a decent send off from his pop. Nice colour scheme and great pics from Mike Pirie.



Mike Baillie and team (Gregory and Oliver) ready to go at -5C. Great flight, too.



After the success of Neil Davidson's "Easy Star", Graham Irvine is treading on safe ground ("DUCK...") with a similar spec. version of the same model.

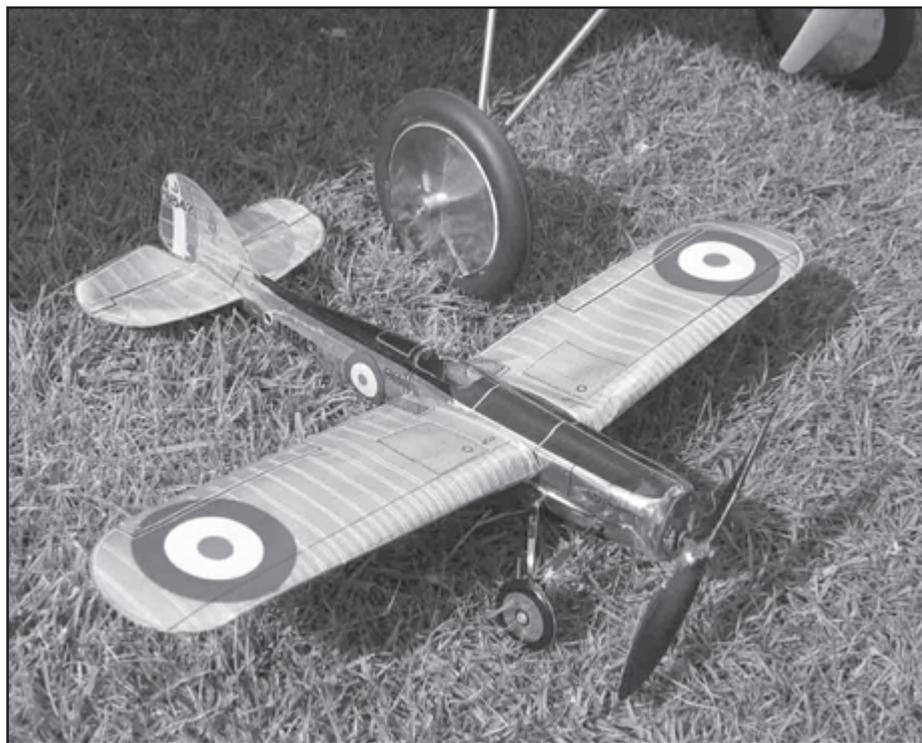
Flies Right Off Ground

Mike Pirie

My 'Interceptor', built from Gordon Whitehead's plan, certainly does! What's more, it then gives a 20 minute aerobatic flight. The original 'FROG' Interceptor was produced in the 1930s and was probably one of the world's first ARTFs. With a span of 11 inches it came in a small cardboard box and comprised a fuselage, two plug-in wings, removable undercarriage and a gearbox/propeller unit with a rubber motor. After assembly it was wound up by placing the fuselage in its cradle in the bottom half of the box so that the propeller engaged with a ratchet mechanism at the front of the box, then a small handle was inserted into the box from the outside and turned the required number of times. With sufficient winds the model would then rise off a smooth surface to fly for a short time – probably only for a few seconds.

Gordon's stylish model is a four times scaled up version of the original and spans 1180mm (46.5 inches). The prototype was powered by an RX15 motor with Olympus belt drive turning an 11 x 6 prop from six cells. Things have moved on a bit since the time of Gordon's plan (at least a decade ago) and by the elimination of gearbox, receiver battery and heavy radio gear I succeeded in reducing the a.u.w. by a respectable 100g to 1230g (43 oz), giving a wing loading of 54 g/dm² (18 oz/ft²). On my model a Fanfare Powermax 40T up front turns a 10 x 5 APC prop on direct drive, the energy coming from a 3s2p pack of Kokam 2000s. The motor draws 25 amps (static) so I guess the power loading must be in the region of 250 watts/kg or 90 watts/lb – this could explain the stunning performance!

The colour scheme is as per the original Frog model, the silver fuselage being replicated by the use of chrome Fibafilm. The 'FROG' logo



The original rubber-motored 11 inch span Frog 'Interceptor' parked by Mike's scaled-up version.

was found on the internet and transferred on to transparent inkjet vinyl (from Overlander).

The plane is a sheer delight to fly, and performs aerobatics (limited in my case) with ease. It is difficult to avoid a bounce on the landing however, and disappointingly it is not very willing to taxi in a straight line (it needs a steerable tail wheel). The only deviation from the plan was for the battery access, which is now by removal of the wings (one bolt to unscrew) rather than having an unsightly hatch on the lower fuselage. I also added a fibre-glass bandage at the wing joint as I didn't like the idea of a butt join. Oh yes, and I added a pilot! **MP**



At present the youngest looking ADS member!



*A delightful model, Mike. R/E/A control means it handles breezy days easily. Uses an old non-LiPo friendly Schulze 50be brushed motor controller and Hitec 4ch receiver. Model uses BEC, the important low-voltage cut-off requirements of LiPo packs taken care of by a neat 4g device from FMA (AVC1 AIR low voltage cut-off module) which installs between the Rx and esc. This device has switch selectable cut-off voltage settings or auto. Can be used with brushed or brushless non-LiPo friendly esc's for 4-12 nicad/nimh cells or 1-4 LiPo cells. (Mike's from www.aurorra.co.uk) **JB***



2005 Round-up



Compilation photo of John Masson's latest 3D electric ship. The original Nimh cells were replaced with a barrow-load of Lipos, resulting in a lighter wing loading and much-improved duration and vertical performance.



Moving on to bigger and better things, our chairman's all foam ARTF Multiplex Magister is fitted with an Axi 2820/12 brushless motor, 12 x 8 prop. and bank of Lipos than would fear you! (Actually a 3s 2p pack of 4000 mAh capacity.) Bags of power and flies as if on rails. If only he could get that bloody Tx sorted out so that the motor didn't cut every 30 seconds!



Never one to stick with convention, Brian Allen has bucked the trend by converting from electric to IC. Helping him set up the IC motor on his 'Ready 2' is the multi-talented John Masson, whose impressive brushless-powered depron profile models (like the inverted Zero in the foreground) have created a great deal of interest within the club.



Defense Secretary Ruxton's initial response on hearing JB, inspired by Al-Jazeera, was hoping to put out a PDF full-colour version of the mag just before Xmas for PC-enabled recipients. Democracy won, my fellow citizens. The printed one will be out, er, sometime!



I couldn't resist including this photo! Sandy Tough at Kerloch with his Thunder Tiger Hawk, doing a very passable impression of Dennis Healey.



Group shot of most of the fliers who attended the Kerloch open day on Sat. 6th August '05. The good mix of electric and IC aircraft present all flew well, but had to negotiate the head-height hemp crop to land successfully on the well-manicured landing strip.



Chairman of the Kerloch Club, Roger Tait (left) enjoys a blether with Jim Jamieson as ADS stalwarts Graham Irvine, Brian Allen and Jim Ruxton participate in a little male bonding in the rear. Maybe I should have re-phrased that...?



Lovely own-design vintage IC 'Turbulent' from Jim Jamieson flies over the Kerloch strip. Super day, if not a little breezy, but bags of thermals for the electric gliders to exploit.



...and it hovers well, but I didn't want to overstress the airframe with high-speed flight to overcome the 15mph wind...

ZZZZ...

By the time this photo was taken JB's warp-drive Highlight 1.8 was already history courtesy of an unexplained glitch, leaving him free to help Sandy Tough find his model, which had decided to hide somewhere in the hemp crop. Sandy flying a Graupner 'Maxie' artf ship, JB impressed with the commodious fuselage after fighting with tiny Kate Moss fuzes for a while.



"Will it fly, mister?" The Ed about to discover whether the detailed changes wrought to his 'Takes-Forever-To-Climb' Ellipsoid will make any difference (actually a higher pitch prop). Lo, climb rate boosted dramatically to TFTC/2. Now achieves towline height before it gets dark... Great AULD combo.



Sandy's Graupner 'Maxie'. Thick wing, big fuz and easy to see at altitude. A good, stable artf flyer.



Another gloriously sunny day for the ADS BBQ on the 21st of August '05. Shame about the wind though! Again, our thanks to Carol Allen for providing such tasty salads, a professional looking Mike Pirie whose speciality of botulism-in-a-bun moved everyone, and finally to Brian Ord for the use of his gas BBQ.

True to form, the strong winds put a damper on the flying activities, most members being happy to eat, drink and talk a good flight. John Masson's little IC delta was one of the few models that took to the air and seemed to be totally unaffected by the conditions. The Ed's beautiful scale electric 'Avanti' twin pusher handled the flying bit very well but got bounced hard into the deck on landing, too damaged for another flight.

Below, JB explains 60's dance techniques to a younger, disbelieving audience. Model is an 'Organic', a 2.5m 7 cell ship for AULD competition against the Ed's 'Elipsoid'. 17x13 prop, c.80A from a GP3700 pack. Not a lightweight by any means, but not flown because of the severe ground-level turbulence on BBQ day. Apparently needs a hotter setup for the Australian 7 cell electroslot postal comps for 2006, the latest GP's good for 200A+. That's handy, we won't need the gas cooker at next years BBQ then!





John McConville and his trusty Algebra bask in the Cairn 'o' Mount sunshine mid July. Meanwhile, Laurencekirk and the valley below are about to disappear in a real pea-souper, one of the many summer days plagued by coastal fog!

2005



Jack Fisher died in June. A welcome visitor to the ADS Hazlehead event in previous years, Jack would no doubt have accompanied Brian & Tom to do battle at this year's event had not destiny decided otherwise. Eternally helpful, ever enthusiastic and hugely optimistic about soaring of any kind, Jack also made winches, including the one I used at Hazlehead this year. Jack, the pleasure was also ours.

On the day of Jack's funeral in Glasgow I was motoring back through the area from a trip south. A warm, sunny day, blue sky and white fluffy clouds. Perfect flying weather. Nice one, Jack.

John Barnes

Movers & Shakers

Chairman	<i>Neil Davidson</i>	01224 712458	neil.davidson@tiscali.co.uk
Editor	<i>Derek Robertson</i>	01224 821368	friedegg1@btinternet.com
Sec/Treasurer	<i>Jim Ruxton</i>	01224 316082	JADRUXTON@aol.com