

# ADS Short Finals

No.99

*A snapshot of club activities in 2006*



Every now and again we modellers stumble upon a defining moment, possibly with a shout of 'Eureka' (or possibly 'jings, crivvens' if you happen to come from the Dundee area) as something magical clicks into place. My first real Eureka experience occurred at the tender age of 21 after just having acquired a wife. To be honest, I thought marriage was just a way of replacing my mum... after all, I only needed someone on hand to cook, take care of the washing and buy my underwear, accepting of course that there would be the small penance of having to 'listen a bit more' than I did back at my parents place. Needless to say, it took a lot of patience and a lot of beatings before the wife finally got me licked into shape! However, I digress...

Like most of the rest of the seasoned senior modellers in the club, I spent years and years of my life squirting balsa cement onto stringers, my fingers and my mother's formica table on the long road to attaining the lofty heights of aeromodelling excellence that I've now arrived at. Ha! So, 'our' latest project, which probably took the guts of a year to complete (and at no inconsiderable risk to we wrinkle's health, the leaking cyano bottle gluing all five fingers together, effectively turning the hand into a mitt) takes to the air and with the only finger we've managed to free so far, adjust the trims to compensate for that unexpected warp in the wing. But hey, it flies just great, doesn't it!

Now, along comes some young upstart, complete with a new generation, modestly-sized ARTF trainer, sporting a pre-installed brushed motor, fitted with a mere 6 cell battery pack, all for around half the price you'd pay for a decent electric glider kit (minus the latter's motor and servos of course) and guess what! This off-the-shelf job can out-thermal any decent soarer, handle just about anything the weather can throw at it and bounce back from the roughest landings... instant success... how good is that? What better form of encouragement to continue with this hobby can there be? Bitter you may

ask... naw, just bloody jealous! Eureka number 19 by the way (the other 18? ...they're far too rude to mention in a publication like this!)

A quick resume of the year gents. For once, most of the club events actually took place as scheduled, kicking off with the fly-in at Kerloch



*A very relaxed young pilot and his ARTF. Rats...!*

on the 6<sup>th</sup> May, well attended with around twelve members wrestling the breeze and high temperatures. Next up was the Hazlehead weekend at the beginning of June, another winner, with Sunday proving to be a 'stoater' weather-wise. So far so good, but could our luck hold for the remainder of the season?

The club trainer event on Sat 1<sup>st</sup> July had to be scratched because of the stiff SE wind, however several of us had come prepared for these unfavourable conditions and drove down to the Cairn where some excellent flying and a free sun-tan were on offer. Some were better prepared than others though. Mike Pirie turned up with his new *Gillette* aerobatic soarer only to discover that he'd left the wings back in his garage... cue some carefully chosen expletives!

**Cover Pic:** Get your children an **ADS Action Man** for Xmas. This fully detailed 100% scale version can be programmed to co-ordinate limb and torso movements in an outstandingly life-like manner. Add the optional Guinness Random Shuffle chip to really bring the house down. Hours of fun for the whole family guessing which member **Action Man** will try and chat-up next!

**Note:** Picture for illustrative purposes only. 'Norrie' version shown. R/C soarer, winch and r/c transmitter are optional extras. Batteries not included.

## Notes from the 2006 AGM

9<sup>th</sup> July proved a fortuitous choice for the earlier than usual club BBQ, encompassing as it did the previously postponed club trainer event. The informal competition turned out to be a highly successful little aside from the orgy of burgers and pop. Despite 9 pilots of varying abilities having a go, the IC trainer survived completely undamaged!

Knock Hill was the one I'd personally been looking forward to all season and it didn't disappoint. 12<sup>th</sup> August and the previous month's warm summer weather had long gone. This event required the winter woollies to be packed into the rucksacks. Good exercise, good flying and good company!

We finished with a fly-in at Kerloch on 3<sup>rd</sup> September, the last event in the club calendar. Lo and behold another belter of a day, well attended, with a good selection of models on show and all present enjoying the warm, still, Banchory air. The calm conditions and small landing area proved a real challenge, with many overshoots on the final approach. No broken planes, only a few dented prides!

And that's about it for the year. Of course, there have been plenty of other super flying opportunities on both slope and dale outwith those listed above, a few of which appear in the following pages. My thanks to Sandy Tough, Terry Shields, Jim Ruxton and Mike Pirie for allowing me to con them into providing some written work for your amusement. Once again a word of appreciation for the increasing number of photographic contributors... ta, lads!

And finally, a mention for newbie Willie Findlay who has laboured long and hard to single-handedly get a club website up and running. I couldn't understand why he was prepared to spend so much time on our behalf, sitting in front of a PC monitor, but he told me it made a welcome change from viewing endless pages of porn! Seriously though, Willie's made a very professional job of it and if you haven't already visited the site, log onto [www.fly-ads.co.uk](http://www.fly-ads.co.uk) for a butchers. There's a lot of good stuff there already, but feel free to send him material you would like included.

All the best for the rapidly approaching festive season! **DR**

A grand night of merriment, music, mayhem and pole dancers, but first the AGM key points...

- \* **2005 AGM:** *minutes were accepted because no-one could remember what was discussed a year ago.*
- \* **Chairman:** *Flying sites - Calder Park will be lost to developers longer term. Hazlehead Park may be lost much sooner. (Thanks, Neil!)*
- \* **Events Organiser:** *events were held.*
- \* **Safety:** *no problems owned up to. Well done.*
- \* **Treasurer:** *report accepted because no-one else understands fiscal wizardry. Books have been perfect since the Treasurer retired from Enron.*
- \* **Election of Auditor:** *Graham Donaldson, who the Treasurer has worked with before.*
- \* **New Committee:** *As before but Willy Findlay takes over from Mike Pirie as Events Organiser.*
- \* **Club Fees:** *remain the same despite the Chairman's impassioned, articulate pleas for a club pension system.*
- \* **Changes in Constitution:** *zzzz....*
- \* **Winter Meetings:** *9<sup>th</sup> January—Bill Stark: 13<sup>th</sup> February—George Whelan: 13<sup>th</sup> March—Show and Tell (pole dancing basics).*
- \* **Club Trainer Comp:** *missed it getting the sandwiches...*
- \* **Hazlehead Event:** *pencilled in for 9-10<sup>th</sup> June.*
- \* **Newsletter Update:** *the Christmas edition will be out before Christmas.*
- \* **Model Railway Exhibition:** *held 18<sup>th</sup>-19<sup>th</sup> November so hurry to avoid disappointment.*
- \* **AOB:** *ADS magazine editor and publisher to liaise with Willie Findlay on web site material evolution and development and how to photograph pole dancing in dim light. Mag to continue at present, with the printed version for all club members also available as a gorgeous, full-colour PDF file on the ADS web site.*

## ***A visit to the BMFA Nationals***

*Jim Ruxton*

To be honest I didn't really know much about the Nationals. I knew it was a big event on the British Model Flying Association's (BMFA) calendar and I knew that a lot of different types of model took part. But where and when I didn't have a clue.

Well, I have now discovered that there are quite few Nationals held at different times of the year. To some of you this will be old hat, but I am on a learning curve and I have discovered that you need to be specific when you talk about the Nationals. You can go to the Free Flight Nationals, the Slope Nationals, the Scale Indoor Nationals and the Silent Flight Nationals and perhaps more – all held at different time and at different venues.

I knew that RAF Barkston Heath was one of the venues and, as readers of this journal will know, I have ventured forth with my caravan to various model flying events over the past years. This year it was to be Barkston Heath for the R/C Power Nationals and the Silent Flight Nationals. In my naivety I thought that both of these events took place at Barkston, but discussions early in the year with pundits George Whelan and Norrie Kerr soon put me right. The power events certainly took place at Barkston but the silent flight stuff was at The Wetlands Wild Fowl Reserve, Sutton Cum Lound, Retford, Nottinghamshire. Both events took place over the Bank Holiday weekend, 25<sup>th</sup> to 28<sup>th</sup> August, so I decided that I would see the silent chaps on the Saturday and the power chaps on the Sunday. The sites are about 30 miles apart so I opted for a caravan site just north of Newark at a place called Cromwell. The A1 used to go through this village and the old A1 road signs are still there!

Luckily, George had provided me with maps showing how to get to the wetlands and after a bit of crafty map reading by my wife Jane we

reached the spot. Two separate fields were being used for the comps - 100s and the Self Launch Glider event in one field and F3B in another. I had expected a larger turnout but the chaps who were there were pretty knowledgeable about silent flight. Norrie and George were already there accompanied by fellow member Alistair Marshall.



*Norrie and George get their hands on the 100S winners shield...just holding it of course.*

I should have taken more notes about how the comps went but I didn't, so I cannot give a blow by blow account of what happened. One of Norrie's gliders mysteriously dived off the line at one stage and suffered a fractured fuselage. The mass launch for the electric comp was spectacular and the standard of piloting was high.

On Sunday we set off for RAF Barkston Heath. I must admit that the word heath had misled me. I had envisaged windswept moorland. It turned out to be a pleasantly large RAF airfield with two long active runways. Some flying training takes place there and it is a Relief Landing Ground for RAF Cranwell located few miles to the north. There were loads of trade tents and all the well known suppliers were there. It was a beautiful sunny day but the wind was fresh. I spent most of the day watching the Power Scale Event and the Flying Display. The latter showed how far the art of flying model aircraft has come over the years. The aerobatic displays were out of this world. There were about six jet turbine models doing their stuff and it was all breathtaking.

The weekend was a huge success for me and well worth the slog down to Nottinghamshire with a caravan. There was a bonus however. I met up with an old army pal who lives close to Newark and we had a pleasant afternoon and evening together. I am already thinking about next year's trip. How about the SAA Power Nationals? **JR**



*A lucky escape for this 1/3 scale 'Slingsby T46' as it cart-wheeled over the photographer's left shoulder. Amazingly, Graham Donaldson's model was completely undamaged and went on to fly well for the remainder of the session off Brimmond. It was built from a Mike Trew plan way back in '86 and this was it's first outing since being moth-balled in '98.*

*One of this year's magical July days on the 'Cairn', light winds and plenty of thermals around. In the foreground is one of John McConville's old hacks, a 144" Soaron Sailplanes 'Silhouette', bought in kit form from Brian Sherriffs way back in 1984. Above it is Brian Ord's 'Algebra', one of his many recent deals and acquired for a snip off E-bay.*



*Brian and Derek discuss the merits of placing the frequency peg on the pilot's ear as opposed to the Tx, the theory being that the discomfort experienced would ensure no-one could hog a peg! The other guys were far too sensible to get involved in such tripe. (photo Neil Davidson)*

## The Bunkrie Loon's latest offering

Derek Robertson

Having heard so much about Sandy Tough's latest project, we thought that it was worth telling you more about it.



Photos: Roger Taite

Don't be fooled by the apparent size in the photo; this ain't no park flyer. It's a massive 84" span Graupner *Husky* kit, designed for either IC or electric and capable of towing gliders. Here's a few stats first.

<b>Wingspan</b>	a cool 84 inches
<b>Motor</b>	Graupner brushed Ultra 1300-12 (for 15 cells)
<b>Gearbox</b>	belt driven 2:1
<b>Power</b>	24 x 3700 maH Nimh cells producing 960 Watts!
<b>Propellor</b>	APC 14 x 9
<b>Finish</b>	Solartex and paint (also a fully detailed cockpit)
<b>AUW</b>	10.5 lbs (incl. 3.25 lbs of batteries)

Prior to flight testing, Sandy tells me the motor was hooked up to 6 cells and run-in for about 8 hours as per instructions. Surprised? Me too, but I'm not going to argue with his 12 years experience as an aero-engine fitter in the RAF!

[All brushed motors benefit from running-in. JB]

Although the motor is designed for only 15 cells, the use of a gearbox ensures it can handle the extra batteries (*eeek, that's a whopping 28.8 volts at the motor!*). On the first of many successive (and successful) flights, the Husky leapt off the ground after a 3 or 4 yard run and flew quite comfortably on half throttle for more than 14 minutes.

He's now waiting for the winter fuel allowance to come through and convert from Nimh's to Lipo's, reducing the models overall weight by some 2 lbs! Presumably, if it happens to be a particularly hard winter he could run his electric fire off the Nimh's then!

*Very nice model, Sandy. The following article from you should ensure that your Kerloch club fees are tripled year on year from now on! JB*

## The Sky's Nae Big Enough at Kerloch!

The Bunkrie Loon

All was quiet in Banchory's South Eastern front, with no low flyers from RAF Leuchars making a nuisance of themselves. The weather was superb, a slight north easterly wind blowing gently across the field. In other words a perfect model flying day! The peace was broken by the noise of one of those smelly, oily, grotty and aggravating model engines driven by a mixture of methanol, caster oil and nitro. It sounds like a concoction more suited to safe blowing or for someone with a severe case of diarrhoea.

This racket was made by the longest flying member of Kerloch Flyers – almost forty years with the club - starting up his quarter scale *Piper Cub*. As one of the Kerloch Flyers most experienced and senior members, you would think that he would know his way around its skies. Several minutes later another of these obnoxious mechanical menaces started up and now the peace was well and truly broken. Rabbits were diving for their borrows, buzzards buzzed off in haste, the midges and flies dived into the weed for some sustenance. Even the airliners from Dyce were climbing near vertically to keep clear of the racket!

The second of these monstrosities belonged to our club Boss, an ex-RAF pilot who now uses his models to relive his days when he was annoying the general public by flying around the country at zero feet in a *Gnat*. Some people never grow up. The operators of these 'Yesterdays Technology Machines' are well and truly named **HOOLIGANS!**

There we have it then, two experienced pilots (*for sake of reference we'll call them Gordon and Roger – Ed.*) enjoying beautiful flying weather with the whole sky to themselves. What could possibly go wrong?

The quarter scale *Piper Cub* took off in true barnstormer fashion, with its port wing cutting the grass. Well, it was needing trimmed anyway! It slowly gained height in a sedate and stately fashion and its pilot kept it on a left turn so that he could use the area of sky over the farm.

Then there was a scream like a banshee as the biggest **HOOLIGAN** took off with his low wing aerobatic job, going like a bat out of hell and instantly throwing his model around in typical ...er, ...em, hooligan fashion, I guess!

All was well until our ex-RAF hero decided to see if the air was any better where the *Piper* was happily circling. Picture the hooligan's aircraft travelling at speed towards the *Piper Cub*. My first thoughts were that there was plenty of space, but suddenly there was a loud ripping sound, with parts of the *Piper Cub* looking like they had gone through a shredder. The poor old *Piper* instantly went into a forty-five degree dive with the pilot frantically stirring the sticks in some panic. Nevertheless, the inevitable thud was heard despite the elevator stick on the pilots transmitter having a definite bend in the 'UP' position.

At this stage no noise was emanating from the aerobatic job, but something was seen to be dangling from the front end of the aircraft as it was hurriedly glided in for a successful landing. Turns out that the dangly bit was the engine swinging below the fuselage, held only by a plastic control rod.

Now, it's difficult to apportion blame and judging distances of aircraft at height can be tricky, but there used to be an old navy saying that went 'SAIL BEFORE STEAM'. I'll let you work that one out for yourselves. **ST**



Photos: Sandy Tough

*Brace yourself, Sandy. The noise from higher-powered electric ships dwarfs anything most i/c engines generate. An F5D pylon racer sounds like a mobile air raid siren, an unbelievable wail - all prop noise of course - at 40,000+ rpm. Bigger soarers turning large, high pitch props at 8-10,000+ rpm generate a wonderfully evocative drone akin to a high-revving V8, sufficient to be heard in the next county on a calmer day.*

*And this is already yesterday's news, the latest generation li-po packs looking better at higher currents than the present very best subC nimh cells, with a much longer service life too. Cell technology only improves, so the future looks ever noisier for electric sporting carriages! **JB***

*The story concludes on the next page...*



Gordon Diack

A remarkable recovery. Gordon Diack's new Piper, a scratch-built replica of model No.1, built in less than two months and enjoying a hooligan-free evening at Kerloch. Very impressive, Gordon.



Neil Davidson

The smallest RC model in the club? By all accounts George Whelan's tiny 2 channel, twin motored X plane worked a treat on one of the very, very few flat calm sessions at Calder Park.



Mike Pine

Cute little **Sunny Jim** sportster belonging to Terry Shields.



## Hazlehead Park 2006

Derek Robertson & John Barnes

The annual club get-together at Hazlehead started in typical fashion, the weather gods threatening to bugged up any prospect of getting a model into the air. However, the early morning mist and generally damp conditions cleared by the time the first arrivals had staked out the pits area. The clouds thinned, the sun shone and the mercury rose ... a very pleasant day ahead in prospect, if not a little breezy for us faint of heart electric bods! At least the wind was coming from a more favourable direction this year, allowing the winch-launching spot and pilot box to be located within 25 yards of the pits area, thus ensuring that waif Jim Ruxton was always within easy reach of his huge nosh box and 5 litre flask of tea.

An even bigger surprise was in store the following day. No fog, no rain, no wind, only blue skies and uninterrupted sunshine, but more of that later.

Once again a relaxed atmosphere prevailed on Saturday, with a good mix of electric and IC models taking to the air throughout the day. Because of the breezy-ish conditions it's fair to say that the 'oilies' had the upper hand, with impressive displays from Graham Donaldson's *Wots Wot* and John McConville's ballistic *362 Delta*. Alan Stewart's 4-stroke *Tiger Moth* looked and sounded superb, performing in a very scale-like manner on each of his many flights. A treat to view close up too, with plenty of detail, including a pilot complete with silk scarf and stiff upper lip (how many scale models have you seen in the aeromodelling mags with no pilot in the office?). Nice one Alan! Mind you, the poor bugger was stiff all over. Too much dope on his smalls parts or perhaps Barbie had paid him a visit on Friday night?

Jim Ruxton made several brave attempts to launch the 100" *Revello* from his home-built winch, resulting in an impressive demonstration on how to fly a thermal soarer backwards! Whether by accident or part of some fiendishly

cunning plan he was inching ever closer to his packed lunch. Brian Allen's tiddly little *Mini Piper* foamie, Neil Davidson's Robbie *Magister* and Mike Pirie's lipo-powered *Interceptor* seemed to handle the breeze rather well, as did Barnsie's 350bhp *Organic*. OK, I exaggerate a



Alan Stewart's beautiful Tiger Moth



The Wots Wot off on another sortie



A golden oldie Pete Russell design, the 362 Delta

little but as far as electric soarers go John's *Organic* is about as far removed from a can motor & gearbox set-up as a Ford Popular is to a Formula 1 Ferrari! No shortage of power or penetration on the day for JB! The rest of us brushed and brushless hacks simply enjoyed the challenge of flying in the less than ideal conditions, revelling in good company, and content in the knowledge that we'd gotten out of the house and escaped from the usual round of sex, drugs'n'rock cakes for a few hours! (if only, huh!) Here's a few photos to give you a flavour of the day. Lots more Hazlehead pics on the website of course! [www.fly-ads.co.uk](http://www.fly-ads.co.uk) DR



Neil Davidson comes dangerously close to bursting his pooping strings while flight prepping the 'Magister'.



George Whelan's electric ship, the *Jarret*, was the only minor casualty of the day, caught out by ground level turbulence during the landing phase. Behind, JB shows how to fit a quart into a pint pot. Wonder if he's spotted the wings are on upside down!



Mr Barnes puts far more effort into launching his *Organic* than is strictly necessary, methinks.

JB says nimh pack swapped for a nicad pack not long after Hazlehead to get better climb performance (!), cool nicads apparently better performers than cool nimh cells. Shorter flights but also a *much* shorter recharge time before flying again.

The *Organic* airframe sounds pretty robust. A couple of months after this shot was taken it enjoyed its first stall and a spiral dive into the deck from some height. Apart from some minor damage to a wing panel tip the remainder of the bits and equipment survived unscathed.

JB says that the master plan to win the 30 min Electro class at the August Nats was compromised a whisker when he launched with the rx aerial undeployed and discovered control disappeared soon after. No prizes for 24 mins of low level control-line circles. Doh!



Despite a generous offer from Alan Stewart (L) of a Tiger Moth for an ice cream, John McConville refused to barter.

Sunday was a perfect flying day, warm with a gentle, somewhat variable SE wind all day, which meant launching into the sun, entertaining for us all at times. Lots of thermals about so lots of sink as well, the thermals small lazy things which never got one too high. Seven entrants for the Taylor Trophy event and the same number for the All-Up-Last-Down (AULD) electric event which followed it (a different pilot mix for this). I asked a man with a camera to try and get some shots of what was going on. This turned out to be my introduction to Willy Findlay, newest ADS member. Thanks for the pictures, Willy. Brian Sharp visited again with a nice collection of models, all of which he demonstrated as the day progressed. A great HLG (*Longshot*), the 14 cell aerobatic ship he did a review on for one of the commercial mags (*Roco M*), his trusty and repaired-yet-again F3J ship (*Sharp Wind*) and the big electric soarer (*Graphite*) he used to win AULD last year. I was particularly impressed with the performance of the *Roco M*. A beautiful ARTF

ship with an excellent flight capability allied to an ability to fly really slowly and retain perfect handling manners. Outstanding.

The Taylor Trophy. 3 slots to reach a cumulative 15 minutes. Tricky air. To give an idea of how testing the air was in some slots, John McConville was using my winch (strong + conditioned, top quality thin line). In the first slot Brian and I had landed early from good height with 7 minute+ flights. In John's first slot, from a high launch the Eraser was back on the deck in 3.47, sink all the way no matter where the *Eraser* went. As things progressed John wasn't the only one to suffer that sinking feeling...

A few weeks back I'd suggested to Jim Ruxton that he try hand-towing his model instead of using his delightful, low power home-built winch, an offer Jim accepted. I gave him a hand towline on Saturday. On Sunday Mike Pirie rued not having a hand towline. No problem, I'd brought a spare. And then ...Norrie used his own winch, John McConville and I used mine and Brian Sharp used his, all giving



Because there's no need to win a slot in the Taylor Trophy, launching can be a sensible, low risk affair. With the gentle breeze blowing towards the camera, Brian Sharp is launching first. JB, next in line with the '134', waits until Brian's off the line before heaving away, Mike Pirie's 'Gold Cloud' following suit once the '134' is off the line.



Happy (relieved!) faces returning from the flight line, a perfect, gentle day for thermal soaring and beer.

Body language not quite as effective at controlling a banking 'Eliminator 134' launch as the rudder stick.



*John McConville's 'Eraser' demonstrates perfect launch manners. Photographer Willie Findlay demonstrates perfect faith in the 100% reliability of winches and Erasers never stalling and lines never snapping and...*



*The 'Erasers' landings are just as drama-free as the launches...*

good launches. I think Mike Pirie and Terry Shields decided to use Jim Ruxton's winch, with Jim of course, and/or the club winch. With the gentle breeze to help, all three models climbed carefully to a modest height.

This left the models somewhat lower than models launched on other winches, something of a challenge in the tricky conditions. A hand tow may have made the world of difference for them. To show how great the difference in launch height meant, Mike, Brian and I were in the same slots. In the first, for which Brian and I did controlled landings from good height just before the slot ended, Mike's 100S ship managed 1.46. In the 2nd slot, while Brian and I landed with 5 minute flights, Mike made 2.11. Nothing to do with Mike's sterling efforts, simply significantly less height to start with leaving much less room and time for manoeuvre to escape the evil sink patches. I think the lads may have been rightly cautious about overstraining the airframes with a hand tow. On the other hand, no models were harmed in the making of this event. The grinning faces returning from the flight line suggested that a model remaining in one piece beat scoring details hands down!

Brian won the **Taylor Trophy**. We both went into the final slot needing simply to launch and land to go into a fly-off, Brian with a 1.58 to achieve, me a 1.59. John McConville also looked an easy (ho, ho!) FO contender. Brian landed with 1.58.23 on the clock, me with 2.00.04. 5/100<sup>ths</sup> of a second too much. A 30 sec penalty for the over-flight the reward for being a whisker high with 2 seconds to go. John Mc. and Norrie came close to making the 15 minute target as well. So no sudden death fly-off required this year. Good, safe flying and winch operation in this public environment from all combatants. Well done, pilots and helpers.

1. Brian Sharp	15.00
2. Norrie Kerr	14.40
3. John Barnes	15.00 - 30
4. John McConville	14.23
5. Mike Pirie	10.10
6. Terry Shields	7.11
7. Jim Ruxton	6.34

Middle afternoon before the AULD event started. Off we all whistled... okay, one whistled and the rest sensibly cruised to height. 24C and we have to stand in a field sans ice creams. Willy Findlay landed first, then Terry



*The grab-a-granny section of ADS keep an eye open for any passing chicks. In the foreground is Terry Shield's versatile little **Skylark**, old newspapers stuck down with wallpaper paste covering the white foam wing. Only model in the club that's both a good flyer and a damned good read too!*

(with his newspaper special), followed by Neil Davidson and then Jim Ruxton. Which left Mike Pirie, Brian Sharp and me to entertain the crowds who'd gathered to watch this scintillating economy-run spectacle.

Mike's and Brian's models (*Arriba* and *Graphite* resp.) cruised serenely around, perfectly mannered thermal soarers, an example to all of how to set-up and trim such magnificent machines. I, on the other hand, was on a learning curve. I'd discovered on Saturday that the *Organic* CG was such that the ship simply stayed where it was pointed. Great for beating up the field but I forgot to move the pack forward a bit on Saturday night. Such set-ups, very rewarding under the right circumstances, generally require 100% pilot focus/stick work to give an impression of calm to the outside world.

That bit hasn't changed. By the time I became aware of the outside world again the first four pilots had landed.

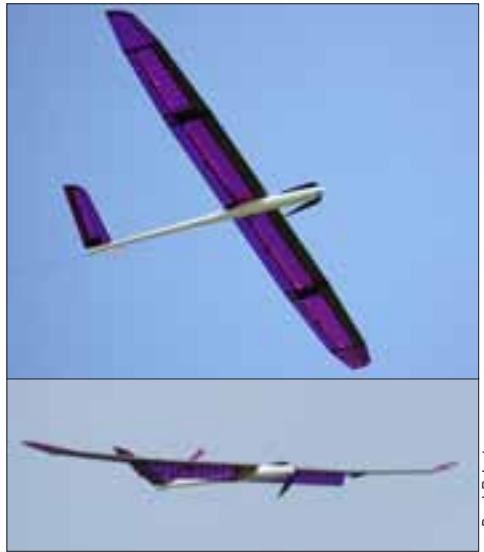
Ah, a little lift, let's follow that and see what happens. This starts while the *Organic* is some 200m up. It drifts gently away downwind before the weak thermal disappears. Much lower now and over 300m from me, it starts disappearing when pointing at or away from me, a neat trick with something that requires 100% stick work (What's knocking? Oh, it's my heart...). There never is a thermal in our immediate vicinity, so I play cat and mouse with the *Organic*'s cloaking device on and off. Plenty of air movements up high and far away and low down and far away. Neutral stability means every disturbance to the *Organic* requires stick work. If there was a prize for distance

covered horizontally and vertically I'd win it by a mile with this flight. By 40 minutes I'm fatigued enough by the concentration to call it a day, but there's another climb or two left in the pack.

Around 50 minutes John McConville, CD for the event, comes out and starts a discussion about when it's likely to end. By this time Brian has used only 49 seconds of his 5 minute pack run time, so midnight seems a good guess. I am mightily relieved when all three pilots and CD vote for terminating things at the one hour mark. I just make it, Brian and Mike with plenty of run time to spare. Phew! So joint winners for the AULD comp, a donation from club funds in the post asap according to the Treasurer! I think Brian made the hour with a minute and a bit of motor time. I used two minutes (out of an available 2 minutes). Don't know about Mike.

Maybe we should rethink the AULD concept in light of ever improving batteries. Lacking a recliner and constant refreshments it's become an extreme sport!

So a great days flying and socialising, the delightfully warm weather contributing much to the



Derek Robertson

*The 'Organic' cruises home after its AULD ordeal and prepares to land. Massive flaps give 1<sup>st</sup> class glide path control for landings as well as 1<sup>st</sup> class pile-ups if not handled carefully!*

good-natured ambience. It'll be a very sad loss if the club loses the use of Hazlehead Park. **JB**



*A band of bronzed, happy bunnies after a great days flying and banter. Jim Ruxton (L) hands the Taylor Trophy to Brian Sharp while (L-R) Terry Shields, Mike Pirie, cheery Brian Allen, Iain Manson and JB take a pause between cocktails.*

## BBQ & Club Trainer comp

Mike Pirie

For the past number of years our traditional August barbecue has been marred by windy conditions which have severely curtailed our flying activities (but not, I'm happy to say, our guzzling activities!). So this year the date was brought forward a month to see if the weather would be kinder to us.



From l to r; chief mechanic, event secretary, pilot, time keeper, Rookie chucker-offer.

The strategy worked. The weather was warm and sunny and the wind wasn't too strong. Here's hoping this sets the pattern for future barbecues. The fine weather brought out plenty of helpers and the tent was quickly erected - this year in the car park in order to comply with new council regulations - while others organised the food and set up the barbecue. Flying commenced shortly afterwards.

After the eating (or at least most of it) it was time for the Club Trainer Competition, which had been organised by Jim Ruxton. The date for this comp had originally been set for Saturday 1<sup>st</sup> July, but as the wind conditions on



Great precision in the spot landing distance checks, landing back in the field one launched from not good enough on this occasion!

the day proved unsuitable, it was decided to hold it on the afternoon of the barbecue.

Jim had come across the idea for the competition in a copy of the RCM&E, the idea being that all competitors, used the same model (in this case the i/c powered club *Rookie*) to get as long a flight as possible after a fixed engine run. Jim drew up some simple rules. Each competitor would have two flights, the times being added together, the flier with the highest total time being the winner. A spot landing distance would be used in the event of a tie. Jim and Bill Stark carried out trials in advance of the competition and it was decided to limit the engine run to one minute.



The Ladies doing what they do best ...blethering!  
George Whelan resolutely refuses to be drawn into a detailed discussion of art, literature and the sciences.

The competition got under way at 1.30 and it was all over by 4.00. Nine pilots took part and the results are shown below. The Winner received £10 and the runner-up £5. Thanks go



to Jim for dreaming this one up and to Bill for setting up the model. All agreed it was great fun and should be held again next year.

Overall a very successful day. Thanks must go to all who helped, especially John McConville for providing the barbecue equipment and Carol Allen for supplying the salads and helping out with the food purchasing. **MP**

	F1	SPOT	F2	SPOT	TOTAL TIME	SPOT
1 Mike Pirie	6:32	1.5	3:06	6.4	9:38	7.9
2 Neil Davidson	3:36	21.69	4:10	42.84	7:46	64.53
3 Bill Stark	3:37	2.47	4:05	63.65	7:42	71.07
4 Iain Manson	3:53	15.69	3:34	8.23	7:27	23.92
5 Jim Ruxton	3:17	46.45	3:52	46.95	7:09	93.40
6 Willie Findlay	3:05	45.64	3:54	51.83	6:59	97.47
7 Derek Robertson	3:03	12.94	3:33	12.79	6:36	25.73
8 Norrie Kerr	3:33	13.07	2:53	27.02	6:26	40.09
9 Terry Shields	2:28	27.20	3:45	18.97	6:13	46.17



Willie's missus

The competition pilots (minus Norrie Kerr) and the club Rookie still in one piece ...no wonder we're smiling!



Two of God's finest creations enjoy a chat on the way back to the tent. I forget who the men are.



Check out those clouds. With heavy rain only a few minutes away a rapid clear-up operation is organised by Brian's wife, Carol.

## Knock, Knock II

Terry Shields

The ADS events calendar listed 12<sup>th</sup> August, as the 'Knock Hill Slope Day', so as long as there was any kind of a breeze and no rain it would be a goer. Born organiser Mike Pirie assumed the role of co-ordinator in the week or so leading up to the trip.

Despite the less than brilliant early morning weather on the actual day, eight brave souls had agreed to go, meeting 10:30am at the Glenbarry Inn as arranged (only a stone's throw from the hill itself). Now a private house, my hopes of a pre-climb cuppa were dashed, so we drove the short distance to the parking area on the SE side.

Eight club members, five cars! Doing our bit for the environment, Mike, Jim Ruxton & Bill Stark car-shared, as did Iain Manson & myself. Willie Findlay, Graham Donaldson & Derek Robertson obviously have no mates or even the slightest concern for the ozone layer, taking a car apiece.

After loading up, the climb was led by Willie, the youngest, fittest and arguably the best looking of the bunch (*nice try Tel, but that still won't get*



Preparing for the hike. Just behind me is Mike Pirie's new car, a Skoda Fabia, which according to Mike is good for a least 500 miles between breakdowns!



*you off with that speeding fine – Ed!*). In old money, the Knock is a 1412 ft giant upturned pudding bowl of a hill on the road between Huntly and Portsoy, easily the highest point visible for miles around and according to Mike's calculations approximately equivalent to 2.5 'Brimmonds'. A fair guess as we reached the top, 40 wheezing minutes later!

The slopes facing east, south and west (we flew the SW side last visit) are all pretty steep, with the north side sporting a more gentle incline. Just our luck, a cool 10–12 mph northerly wind greeted us. After a brief test flight from Graham's *Whisper* we decided to trek down from the top to a more favourable spot, dropping a couple of hundred feet in the process.

A total of 14 models were plonked down in the heather, a mixed bag consisting of 3 moulded jobs, 6 balsa/ply (real) planes and 5 foamies. After a brief pause for a fag, refreshments, another fag, the usual bit of leg pulling and having sussed out that there were no frequency clashes, everyone got a model into the air. What a sight! Eight aircraft all occupying the same chunk of sky. Within minutes the one and only mid-air of the day! Jim's *Middle Phase* and my *Bertha Royale* kissed, tumbled for a few seconds, before flying on unscathed ...no apparent damage to either plane when examined after landing (*short in stature he may be, but short on models he wasn't. Terry had another 2 in reserve! – Ed.*). Bill Stark's swept wing *Algebra* was very distinctive in the air, flying well after cutting down on the rudder throws and fine tuning the CG.



*The ADS Safey Advisor almost commits hari-kari in a poorly judged landing approach with his Spitfire.*

Conditions were more or less good all afternoon, the usual mixture of booming lift with the odd patch of cruel sink. Initially the thermal soarers had the best of it, but as the wind picked up a little all of the models

eventually got an airing. The only casualty of the day was a broken wing mounting on Willie's *Montana*, the result of a particularly hard landing, but his second model, a foamic *Bullet*, kept him flying.

Mike, Jim, Bill and Graham had a life to get back to (or did they say wife?) and called it a day at 3 pm, leaving the rest of us to soldier on in the steadily improving lift. Even the more heavily loaded PSS machines could be flown comfortably, going like 'you know what' off the proverbial shove! By 5pm the cold had finally got the better of us, with the gloves, hats and jackets zipped up to the neck really of no help at all. Summer weather!

Altogether a brilliant day's soaring, great fun, great camaraderie and 5 hours of uninterrupted flying with no hanging around waiting for flight packs to charge. I think all of us agreed that this venue would be worth visiting again, despite being such a tough climb. We even managed a stop for liquid refreshments and a chip supper on the way home. Now there's something that could be tagged onto the next 'Knock' outing Mike!

My personal thanks to Iain (the sherpa) Manson for carrying my *Tucano* up and back down the hill for me, and Mike Pirie for all the photos. **TS**



*I went round each of the group with the intention of compiling a list of the models present. When I asked Jim Ruxton what he'd brought, "Half a dozen cheese'n'pickle sarnies, a Melrose pie, Mars bar and a flask of tea!" was the reply ...I think I'll just leave it at that!*

## Some Wizard Prangs!

Derek Robertson

The old RAF slang sounds so much nicer than just saying 'crashes', doesn't it! Anyhow, here's a few of my favourite recent gravity inspired gaffs.

**Prang no.1.** A group of us were enjoying a carefree afternoon on the Cairn 'O' Mount when Brian Allen decided to treat us to his own particular brand of free-style aerobatics.

His *Middle Phase* had been performing rather well up to this point, but it wasn't long before things went terribly pear-shaped.

With altitude and forward speed disappearing faster than one of Norrie's pints, the model was stuffed into the heather at the bottom of the slope. After a fair old hike, a breathless Brian returned with the bits.

Fortunately not as badly damaged as was feared, two wing panels which had originally been one and some minor damage to the fuz. As we all know, loveable guy Brian doesn't appear to have much luck with anything other than IC powered models. Unfortunately his day was about to go even further downhill!

Undaunted, he put together model no.2, a *Nebula*, vowing no more aerobatics! After a few trim changes this model climbed well in the steady lift. It wasn't long before it was starting to speck-out and I suggested that the best way to lose excessive height would be to spin it down. No, no, not what you're thinking ... it worked a treat. In fact it worked so



well that after a few minutes of gentle soaring to yet greater heights, he repeated the manoeuvre ... yes, this time the wings folded! (Me and my big mouth!). The *Nebula* went down, arrow-straight, into more or less the same spot as model no.1, leaving a wing panel which had become detached to flutter gently back in the breeze. It settled in the heather no more than a few yards from where we were all laughing. In Brian's own words "at least I managed one text-book landing you b\*\*\*\*\*s!"

This time Brian persuaded Abby to give him a lift to the bottom of the hill. Amazingly, the fuz and other half of the wing were unmarked, closer examination revealing that the wings had parted at the point of a previous repair. In disgust Brian offloaded the *Nebula* to Terry Shields, who has since repaired the model and it is now ready for flight testing again.

**Prang no.2.** Altogether a different kettle of fish, a case where size was an issue! A weekday afternoon at Calder Park in early September, the small company present having cleared the decks for Abby Smith's huge *Excalibur* electric ship to take to the air. A relief for us all ... what Abby lacks in height he makes up for in conversation! The Hacker motor/gearbox combo driving a 15x13 prop seemed positively quiet in comparison. Very impressive and graceful in the air it was. I took a few snaps as it circled the field.



Abby and 'Excalibur'. A superb 3m electric soarer. Hacker B50-10S with 6.7:1 gearbox, a Jeti 70A esc, 12x2400 nicad pack, 15"x13" prop, 6 Hitec HS125MG servos.

Suddenly a loud BANG! The *Excalibur* had been deceptively far enough away to collide with the nearest of the 3 communications masts. Abby and I were both distraught, he because of the huge investment in time and money that was presently falling to earth and me for having missed out on a fantastic photo opportunity!

A search party climbed into the compound, leaving Abby to froth at the mouth outside the gate. The airframe was quickly found, but it wasn't good news! Both wings were wrecked, the fuz broken in several places, and apart from the Rx all the rest of the gear must have jumped ship when it struck the mast. Eventually everything was found, though alas neither of the dual flight packs nor Rx battery survived the 60ft drop onto concrete.

An understandably clear case of misjudging distance with this 3m monster, not at all helped when a heartless Terry Shields pointed out that this was the day after the 5<sup>th</sup> anniversary of 9/11 and suggested it may have been the work of an Altens based al-Qaida cell! A tragic end for a lovely model. Ironically, this was its 13<sup>th</sup> flight.

The postscript to this is that the airframe and batteries have been binned, but after testing, the rx, motor/gearbox, ESC and servos are all working perfectly, so Abby's now looking into a suitable replacement for the *Excalibur*.

**Prang no.3.** I've taken the mickey out of the previous 2 pilots, so here's something a little closer to home.

I'd just finished the last of a string of early shifts at the airport and was literally just in through the door when Terry phoned to suggest an afternoon session down at Meikle Carewe. A gentle SW wind was blowing, it was sunny and warm. How could I refuse?

It was around 15:00 by the time we arrived at the top of Carewe, launched directly into the sun and proceeded to swan around in a very relaxed manner. An hour of this and despite the sunglasses, Terry's facial expression bore an uncanny resemblance to that of former Japanese Emperor Hiro Hito. Why, he was even the same height!

However I didn't mention it at the time,

choosing instead to lay down in the heather for an even more relaxed flying experience. This was a big mistake! It wasn't long before my eyelids began to feel very heavy and I nodded off for a few seconds. I always considered it a gift that I could fall asleep at the drop of a hat, but this wasn't exactly an opportune moment. However, when I eventually prised the old peepers open again my *Phoenix* was still stooging around in more or less the same spot it had occupied before the lights had gone out. 'How lucky was that!', I chuckled to myself. But before I had time to figure out that I'd been flying Terry's *Fantasia* for the last 10 seconds my model ploughed into the hillside some distance away. Bugger it! Tears of laughter ran down Terry's face. I could just about manage the tears bit! (Some say that John McConville can fly in his sleep but it was obviously well beyond me.)

Fortunately the wings had popped off on impact, severing the air-brake linkages, but thanks to the thick covering of hillside heather damage was limited to only a few dings on the wing leading edges. I taped everything back together and had another flight, this time standing up!

What a wonderful hobby this is. You'd be hard pushed to find another that combines such a variety of activities. Building, flying, off-road driving, scaling fences, wading through heather, search & rescue missions, swearing, sarcasm ...this aeromodelling lark has the lot! **DR**



One of my more recent PSS creations on Brimmond. No chance of falling asleep while flying the *Spitfire*! Note sexy 2006 slope fashions...

## 2006 Season Snaps getting out and doing it!



John McConville seems less than happy with his attempts to sort out the constant glitching, which plagued previous 'Microfloh' owner Mike Pirie. A change of rx solved the problem.



Mike Pirie prepares his 'Gold Cloud' for a stoooge around the Cairn. Great 100" r/e/s design from John Stevens which culminated in the brilliant 'Eliminator' 100" and 134" r/e/s soarers. Lightweight, very robust, traditional style thermal soarers don't come any better. Perfect, turn-on-a-sixpence handling.



You don't have to be mad to be an ADS member but it'll help things make sense.



Compared to the Microfloh you couldn't get much more extreme than this. John McConville's 144" r/e/s 'Silhouette' eases away to explore Cairn 'o' Mount.



Mike Pirie presses the foot switch on the ramp to release his Kyosho 'T33' ducted fan foamie. He always felt that the T33's power was a bit marginal. On one occasion the fan disintegrated, leaving the blades embedded in the fuz. Apart from that, it did actually fly!





Alan Stewart removes his 1/5 scale, OS 90 four stroke Tiggle from the flying field. Now I know why they're described as tail-draggers.



A cuppa on the Caim for Brian Ord while his tranny cools.

Quick, duck Terry!



Naw, naw ...it's definitely a buzzard and it's nae fast!



My how the weather's changed! End of 2006 season visit sees recent slope convert Abby Smith join Terry and Mike for a particularly cool session on the hill.



Sometimes we just had to be patient. JB and 'Organic' waiting.



Normally the realm of the thermal soarer, Terry's PSS 'Hawk' handles the blistering Caim lift with ease.



Willie Findlay's Sp 600 ARTF 'Easy' Pidgeon and Terry Shields own design 100 inch with Sp 600 and 3:1 box. Ridiculously large tips with excessive dihedral, but blow me, it actually seems to work very well!



Bill Stark fails to notice that he's attached his braces to the rear pockets of his boiler-suit!



Unblinking concentration when multiple models are using the same airspace. Good tranny discipline with aerals upright.



Between flights Terry Shields contemplates the meaning of Life, the Universe and Depron adhesives.

## Rural Affairs

John Barnes

I needed a model for the BARCS electrosrot event at this years Scot Soaring Nationals, something to replace the Highlight 1.8m destroyed last year. The BARCS rules for the event, 4x10 minute flights from a single charge of an energy-limited pack, dictate a light, small-ish model. I also wanted something that I could easily switch motors in, the tiddly *Hacker B20-15L/4:1* geared motor for the electrosrot event to be replaced with a more powerful tiddly motor, an *EM Mini Elite* geared outrunner, for leisure flying.

I decided to try a *Pulsar 2005* airframe. This lightweight 2m soarer uses the same composite wing construction methods as the *Organic*. It also had flaps and ailerons, useful directional and glide-path controls when a precision landing is an objective. Owners positive comments about this model on various web sites sealed the decision.

I bought mine from Elston Models, Stan Rose, the helpful owner, proving to be an enthusiastic delight to deal with, Stan flying one in electrosrot comps as well. [www.elstonmodels.com](http://www.elstonmodels.com) 10/10.

The *Pulsar 2005* has a 3-piece wing, kevlar pod and carbon boom fuselage (seperate parts) and a bolt-on tail group. The fuz design has a slip-on nose cone, not my favourite approach for electric ships. At least the motor bulkhead is moulded in. The bare airframe parts weigh in at around 300g. Four servos are required, one each for ailerons, one for the linked flaps and one for elevator.

The BARCS rules allow lipos, 2S 1500mAh packs to be exact, weighing less than helium. All I had to match the rules was an old 8 cell pack of 1200mAh 2/3 nicads weighing 300g, rebuilt into an offset 4x4 stick to fit into the dainty fuselage. Hopefully the event would be breezy...

Using four SD150 servos, everything was chucked together just before departure to the Nats. No problems other than the lipo-intended fuz didn't provide enough space for the pack and velcro, so the pack was screwed in place. Oh, and devising a motor mount system for the Hacker's tiny gearbox to fit the EM motor mount holes. A Graupner Cam 12x6 prop, HM 30mm spinner, JR 700 receiver and Kontronics Beat 40A esc resulted in an AUW of 900g. Yeah, breezy would be good.

Off to the Nats, *Pulsar* unflown, throws guessed at and CG an average of web site derived information. All I knew from the shop test was that the prop went round in the right direction and the control surfaces waggled. The evening before the Nats started it was calm enough to manage a quick test flight. The *Pulsar* went where it was pointed, not an optimum thermal duration trim characteristic but spot-on for aerobatics. It'd have to do, re-acquaintance with five other soarer tranny set-ups (four unflown since last years Nats or longer) also something of a priority.

Almost calm, a solid deep blue sky for the event, one small white fluffy cloud at 1 o'clock. A max of 60 seconds motor run for each slot for this event, that 60 seconds being the first minute of slot time. I want equal height on each launch, so a calculated set of motor run times for each slot, shortest first, 60 seconds the last. The *Pulsar* cruises away slowly on a 32 second motor run for the first slot, elevator see-sawing away to control the gentle climb angle. I'm not expecting much height so am surprised when the tranny timer on the throttle switch finally beeps at 32 seconds. By this time the *Pulsar's* purple wing covering has long since disappeared against the blue sky. The only way I've been keeping track of it is by flying with the little white cloud as background colour. Given the number of models appearing against the cloud, I'm not the only one with visibility problems.

Motor off, the *Pulsar's* span now about 6-7mm, it proves challenging to fly smoothly/at all. While the other models demonstrate perfect thermal trim set-ups mine is all over the place. All I can see is a thin dark line being chased by a tiny blob. And chased rapidly, no chance of getting the *Pulsar* mixed up with other models as it aerobats around, no mind of its own and not much from me either. Much lower and I manage a semblance of control, although not enough to nail landing bonus points. Three more attempts at the landings, two vaguely near the spot, but no change to the altitude-inspired aerobatics.

Surprisingly, 3rd place was the reward for these antics, the *Pulsar* well up to the task even if the pilot wasn't. The B20/prop/pack combo gave very effective climbs despite lugging 900g around.

Fun to fly and strong enough to be chucked about with abandon. I like it. **JB**





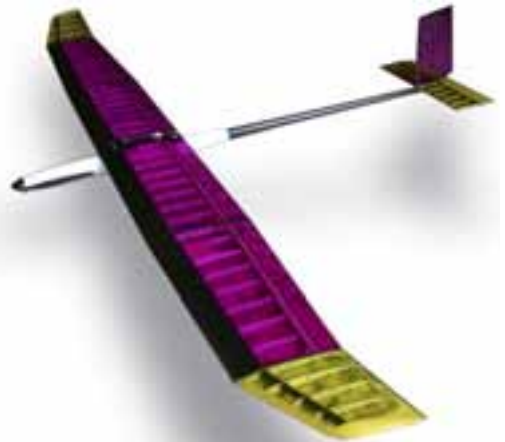
Outrunner motors can be a pain. The tiny 400W EM outrunner motor for the 'Pulsar'. The bit on the left with the scrappy piece of bent wire kevlared to it is the gearbox. The bit on the right spins at 40,000+ rpm. The wire keeps the motor wiring away from the rotating bit when it's jammed into the nose of the 'Pulsar'. About 0.5mm away, which is hopefully enough...



The SD150 elevator servo installation at the rear of the carbon boom on the 'Pulsar'. Linkages don't get more direct than this. The servo housing, moulded into the boom, is sized perfectly for the SD150 or similar thickness servos (9mm). The two long screws go through the boom into threaded inserts in the rudder. The Kevlar thread wrapping added either side of each bolt hole is to ensure the carbon boom can't split at these stress points (they're stress points with my landings). For flying I stick a piece of tape over the bolt heads as an anti-bolts-coming-loose measure. Hi tech!



Making the tiny Hacker B20 gearbox fit the EM Cyclone motor bolt pattern in the 'Pulsar' the 10-minute way. B20 gearbox wrapped with 1/64"-1/32" ply until boredom sets in. Ply cut to exactly the width required beforehand, this being the gearbox length minus the thickness of the motor mount bulkhead. Lock outer ply edge in place with a drop of cyano, remove sleeve from gearbox and pop thin cyano around the edges at each end. When dry smooth off, push back onto gearbox and wrap the screw end with thread to prevent the wood splitting with mounting screws installed. Install B20 in fuz. Throw sleeve away and do another which fits properly. Install B20 in fuz with the 4 main screws, then the teeny B20 gearbox screws which, trapped between the heads of the mounting screws, prevent the motor whizzing round inside the sleeve.



Thanks to its 3-piece wing the 2m 'Pulsar' is an easily transportable electric soarer. With lipos it'll lose about 20% of the weight I've been flying it at with an 8 cell nicad pack, and I think it's a lightweight soarer with them. Good climb-out with the c.15A Hacker set-up, a tad more sprightly with the c.40A EM chainsaw. Comes with instruction notes on assembly/set-up now.

# Kerlock Capers in September



A beautifully finished pair of vintage scale models from the Jim Jimieson stable. The IC powered 'Gypsy Moth' in the foreground was a delight to watch in the air. The electric 'Puss Moth' was a much livelier proposition, presumably because of a higher wing loading, but *very* impressive non-the-less.



The 'Puss Moth' (top) and 'Gypsy Moth' enjoying a cruise over the Banchory countryside. Wonderfully atmospheric scale models, Jim.



A Great Planes 'Chipmunk' with builder/pilot Gordon Diack. Nice model, but looks like the cow! could do with a bit of tidying up, Gordon!



Sandy Tough arrives late, sporting a 'Montana' electric soarer and a mega bad hangover. Birthdays have a lot to answer for! Although barely able to string more than a few words together, most of us noticed a distinct improvement in the standard of Sandy's piloting skills. Hmmmmmm!



Although many years in the making (the model, that is) and with only a few flights under his belt, Jim Ruxton's Flair 'Puppeteer' put up a very convincing scale-like display at Kerloch.



Stunning photo of a Ripmax 'Spitfire' straffing ADS members' cars ...shame about the folding prop though! Impressive performance from Roger Taite's 10 cell, brushless powered model. 48" span, 1695g AUW, Hacker B50-9S/6.7:1 box turning a cut-down (to 13") Aeronaut 14x10 fed by a 1950mAh nimh pack. Cannons added to this Mk.IX version in Wing Cdr Jonnie Johnson's personal markings. 3S lipo packs under investigation to drop the weight a tad.



It was rather late in the day before Mike got around to a group photo, by which time some of the earliest arrivals had called it a day. All in all a well-supported final club event with the delightful Kerloch lads.

# Parkjets



*A few Parkjets from the web. It's remarkable what can be achieved with a sheet or two of 3-6mm Depron foam sheet and sandpaper. Teeny electric motor mounted at the back to push things along. Spectacularly good flight performance in a small area. Plans and videos on the web. Where's the airbrush! [www.rcgroups.com/forums/index.php](http://www.rcgroups.com/forums/index.php) carries a lot of very detailed information, plans and help to get started.*

## **Movers & Shakers**

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