

ABERDEEN & DISTRICT SOARERS.

NEWSLETTER.

No. 1.

CLUB NEWS.

This edition of the Newsletter contains information on slopes which have been in use up to now, a test report on the Cambria Miri 100 and a brief look back at the activity that has taken place during 1978 plus the very latest information about events to come this new 1979 season.

AFFILIATION WITH THE S.A.A.

As you all now realise the club is to affiliate with the Scottish Aeromodellers Association.

In doing so this brings us up to scratch and in line with the many clubs that are springing up all over Scotland especially in the soaring scene.

The advantages are numerous, one of the biggest being the fact that every member will be covered by insurance which of course is compulsory. I may say that the insurance scheme offered is one of the best available in the country. Every member is entitled to enter into all competitions organised by them. A note of interest here to all members thinking of entering into competitions. The S.A.A. have taken out what is called a competition licence which costs £4 and is available from W. Watson, "Benachi Invercoe, Glencoe, Argyll (Phone Ballachullish 327), by far cheaper than paying £1 or 50p. every event entered. One final matter while on this subject the S.A.A. are to make certain items of equipment vacant for use by the club i.e. stop watches, poles, flags, for that matter anything that we may need to help in running various aspects of soaring be it thermal or slope. These items will be kept by us if we can manage to elect an equipment officer (any takers?). Of course there's a catch. Unless already a member of the S.A.A. through the Aberdeen aeromodellers it will cost £3 per annum but, to keep fees to a minimum the A.D.S. are reducing their fee to £1 and extending the year from June 1978 to December 1979 - Well worth it.

S.A.A. Fee to be in by February 16th - Please.

MIRI 100 TEST REPORT - by A. MUTCH

This version of the Cambria Miri is a rapid build 100 inch thermal/slope soarer.

The kit box contains a glass fibre /foam fuselage, pod painted white with brass tubes for the wing dowels and the alloy boom already bonded in place as well as foam wings, a complete hardware pack, a rolled plan and instruction booklet and a nice blue tinted canopy.

The wings were easy to build and finished quite light. They have built in washout (to eliminate tip stalling) and sport an undercambered section. No centre section reinforcement is used, plywood braces being used to mount the wing dowel tubes.

The/

The tailplane/rudder mount is made of a plywood balsa sandwich epoxyed into the end of the boom and then faired into the boom by means of a preformed plastic moulding.

Only two flat hinges are used for the large all-flying rudder and these are relatively close together near its base - this arrangement proved to be flimsy and was eventually modified by letting a brass tube into the top half of the rudder on the hinge line and extending the single hinge pin into this.

The round, barbed hinges used for the elevator were too long to be fitted easily and tended to split the balsa as they were pushed home. I feel it would be worthwhile changing these for mylar strip or kavan flat hinges.

The tail assembly went together quite quickly and the model was covered with white microcover.

I found the radio installation difficult using the preformed radio tray supplied because I mounted the servos too far back which gave insufficient clearance for the control tube ends (bowden cables). This type of linkage has quite a lot of slop due to its length - I feel it might be worth changing the tubes supplied for "sullivan golden rods" to reduce this effect.

With everything finished and in place the centre of gravity came out spot on.

The first flights were made off a towline. The Miri was found to be responsive and easy to fly both on and off the line. It was, however, difficult to follow a straight course with the imprecise neutral position of the rudder due to the slop in the linkage.

Further flights from the bungee showed that the Miri quickly responds to weak patches of lift and has good penetration, even in a 10-15 knot wind. The top rudder hinge pulled out of the rudder on the fourth landing which was comparatively gentle, thus leading to the modification.

Conclusion: An easily built kit making up into a nice looking, easy to fly machine.

The high price of £34.95 seems about right when the degree of completeness and prefabrication of the kit is considered. A very suitable model for entering into 100^s Class competitions, fast becoming very popular.

BRIEF LOOK BACK AT 1978.

Since the inaugural meeting of the club on Sunday, 21st May 1978 (well covered in local Press & Journal also September edition of the Radio Modeller magazine - thanks to Allan Murray), I think I can safely say that the forming of the club has been of great benefit to us all - the members that is - and to the then beginners whom I think have come along way in the short space of time they have been with the club. The 1978 season left as it started with weather not too kind, i.e. wind either too strong or not enough, even if right it was in the wrong direction, nevertheless some very good flying was to be had on the various slopes. Trophies still to be won, by the way, for the twice cancelled competition on Brimmond - maybe third time lucky.

The/

The Hill of Fayre proved itself as always with some quite spectacular lift to be had, one flight recorded back in May to have lasted 3¼ hours with an 84 consecutive loop descent to make final approach and landing, very lucky chap, for deacs were found to be in a somewhat low state of charge (wonder who the pilot was). The only criticism with this slope (Corfeidly) seems to be the ascent, the secret, to those who might not know, is in the fitness of ones stamina. But one member is on the right track - John Barnetson - for he has taken up horse riding. Could this be a means of transport to the top?

Thanks go to both farmers at Hill of Fayre for allowing us car parking facilities on their land.

ST. CYRUS.

A coastal site for those who have not been. Excellent lift but, as has been pointed out before, dangerous turbulence on final approach. Recognise this and landings can and have been achieved with no ill effects.

Point to note. Cars to be left at Church as parking is not allowed on top of the slope (only 300 yards walk.

BRIMMOND

Many great and memorable flying days have taken place on this slope since first used back in 1975. The slope itself is very handy for evening flying and for winter use because of its relatively close location to the majority of members not only that but of the very little effort needed in getting to the top unlike the Hill of Fayre mentioned previously. The only point of caution, in fact possibly two, to bear in mind here would be (1) If when the easterly winds arrive and flying takes place on the east face be very careful not to land on those communication aeriels on top as I, the treasurer, do not want a bill sent for damage caused (2) Beware of the low flying fixed wing and helicopter traffic that are commonly passing through the area.

Speaking of low flying aircraft I can remember that quite recently a mid air occurred on the North face of Brimmond. While walking towards the slope and by chance looking skywards I saw it happen - one very fast low flying Seychelle bang hit beautifully misships an opposite direction Eagle. You should have seen the pilots' faces. All good fun.

By the way rumours are spreading that on December 17th the Amigo that was seen flying on the slope, indeed the only machine capable of staying up, had a small propulsion unit fitted inside the fuselage. Interested parties should contact Hugh Denholm for the secrets of this machine. (Someone is jealous).

DATES FOR 1979.

SCOTTISH AEROMODELLERS ASSOCIATION

- KNOCKHILL-SLOPE SOARING - to be decided.
MONTROSE-THERMAL EVENT - 17th June 1979.
HILL OF FAYRE - 2nd September 1979.

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- BRIMMOND-FLY FOR FUN - 1st April 1979.
THERMAL EVENT - 6th May - location to be decided.

The latest A.D.S. Telephone lists and sites list (giving directions to various slopes) are obtainable from the Secretary Alastair Mutch.

This is your club. What do you want it to provide? Ideas and suggestions for future activities would be appreciated.

Tuesday nights. It is hoped that the Tuesday night flying will start up again this year when the spring nights return and that the attendance is as good this year as it was last.

Membership. The membership of the club as from 14th January 1979 now stands at eighteen, a positive sign of the growth in the hobby in this part of the World.

Lastly, I would like to mention that Allan Murray is moving from the area to take up a new post at Heathrow Airport. Many thanks, Allan for your efforts in helping out with the publicising of the club and various tasks that you did. We would like to wish you every happiness and success in your new post.

HAPPY FLYING TO ALL IN THE NEW SEASON.

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