



ABERDEEN AND DISTRICT SOARERS

Newsletter No.14

March 1983
7, Ashgrove Road West
Aberdeen.

The hour has gone forward and British Summer time is with us again. Does this really mean that summer is on the way? It does mean that those balmy Tuesday flying evenings can once more become a reality. Details of arrangements for Tuesday evenings appear on page 3 of this newsletter.

All those projects marked 'Most Secret' will be nearing completion and ready to see the light of day - or the slopes of Brimmond. Maybe like myself you spent many of those winter evenings, those wild and windy Saturdays and Sundays rebuilding last week's casualty - gear failure again!

In fact we have enjoyed a good open winter and there has been a considerable amount of ad hoc flying. One balmy Saturday afternoon in January, using Teun's everstretch bungee two flights of over 20 minutes were achieved. I always thought that winter thermals were purchased from the Damart shop. Perhaps the Damart type should be reserved for summer use.

We have a full and interesting program of events and recreational flying ahead of us, let's all resolve to participate as frequently as possible and enjoy our hobby to the full. (Graham, put those skis away NOW).

Graham Donaldson

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RECHARGEABLE BATTERIES - THE TRUTH

Do you know how 9 volt batteries work? They are designed for use on calculators mostly. As the calculator computes, it pulls the numbers that it needs out of the battery. The positive numbers come out of the terminal marked '+' and the negative numbers come out of the terminal marked '-'. You can equalize the wear on the battery by using as many negative numbers as positive numbers.

Some 9 volt batteries are rechargeable. You plug the charger into the wall socket which is connected to the Hydro Electric Company - an enormous supply of both positive and negative numbers. In primitive times people wrote numbers on paper, but now the Hydro Electric Company delivers the numbers directly to our calculators. Alternating current shares the load on the two wires in the wall so as to compensate for the popularity of positive numbers.

Why nine volts? Because most calculators are decimal - they only need the digits from zero to nine. As the battery wears down, it will eventually fail as it's voltage drops. When the voltage gets down to 8 volts, the calculator cannot get a nine out of the battery when doing a borrow-9 or a carry-9. Dividing by a number close to zero is really hard on a 9 volt battery because it pulls so many numbers out of its supply, whereas a larger number makes fewer demands.

Multiplication is even more difficult on a battery, since it exhausts the available supply of numbers much more rapidly. However the most fiendish button on a calculator is that which produces a square or cube of the number. The drain on the numbers and the extreme rush which is required to hurry on so many numbers out of the battery often brings about premature failure.

Experts recommend avoiding problems which require large numbers or those which contain 8's and 9's in the answer, since this obviously exhausts the number supply much more rapidly than will 1's or 2's. Protect, nourish and cherish your batteries. Don't drain more numbers than needed.

Now you may wonder what all this has to do with radio control. Just remember that all batteries are basically the same, whether they are in your calculator or your aeroplane. Remember also that you are flying with a DIGITAL PROPORTIONAL radio control system. The life of your aeroplane is PROPORTIONAL to the number of DIGITS you drain from your battery before you land. If you drain more DIGITS than it has available, it will make an environmental impact statement which you will feel PROPORTIONAL to your investment of time and money.

LEISURE FOR PLEASURE

In November last year the club took part in the Leisure for Pleasure exhibition in the Music Hall. The attendance was excellent. We had a good attempt at bring down the ceiling with $\frac{1}{4}$ scale models and a number of thermal soarers suspended from the rafters. Next year a $\frac{1}{2}$ scale ASW22 might do it. Anyway, many thanks to all who helped make the day a success.

TUESDAY EVENINGS

As usual, Tuesday evenings will be in the main gliding evenings. This year the phone-in numbers will be John McConville at 724498 or Norrie Kerr at 324722. You are guaranteed an answer at at least one of these numbers.

Thinking back to last year, the mini-fun competitions were a great success. It is planned to repeat this format - why change a good thing? Again there will be prizes. The important thing to remember is that they are 'fun competitions'.

The principle of the competition will be as last year. Each competition will consist of a bungee launch and 4 flights of 5,4,3,2, minutes duration. If you are flying a lead lined bathtub, your 4 flights will be of 4,3,2,1 minutes duration. For every second over or under the allotted time, a penalty point is given. The flyer with the least number of points wins.

First Tuesday of 1983	12th April
1st competition	3rd May
2nd competition	7th June

WESTHILLS and ECHT

This year, as last, we have been asked to give a display at Westhills. Last year the area was on the small side and the weather was rough. This year we have been promised a larger area. Subject to this area being suitable, the display should go ahead on Saturday 4th June. For more details contact Mike Pirie.

Echt this year may be cancelled because last year the Gala committee did not make sufficient a profit. Details will follow if there is any change.

PRESENTATION TO BERT MORGAN

On Saturday 19th February at the Crescent Hotel a presentation and retirement dinner/dance was held for Bert Morgan of Brian Sherriff Ltd. A great night was had by one and all. ADS presented Bert with a set of crystal glasses. Following the presentation, ADS received the following note from Bert :-

To all club members,

I wish to express my appreciation and thanks for the gift presented to me on my retirement. Trusting the club enjoys every success for the coming year.

Yours sincerely,

Bert.

All in ADS would take this opportunity to wish Bert and Thelma a long and happy retirement.

NORTHERN AREA SAA CALENDAR 1983Thermal

8 May	BOC Newsco Trophy Maxwell Trophy	Barcs League & Slot 100s	Balmedie
3 July	Brian Sherriff Trophy Sparrow Shield	Barcs League & Slot Barcs League & Slot	Montrose
11 September	Back up date		Balmedie

Slope

10 April	Cairn Cup & Grampian Cup		Phone in for site
19 June	Back up date		

Spot Landing & Aerobatics

April	Any weekend picked by home club on own field		
July	Any weekend picked by home club on own field		
18 September	Finals of Spot Landing & Aerobatics		Montrose

Scale

21 August			Montrose
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Other Events

24 April	100s Soaring event		Elgin & Deveronvale Flyers
25 September	Taylor Trophy		Elgin
11 September	Barcs League & Slot		Elgin
9 October	Knock Trophy		Knock Hill
28/29 May	Fly in Festival		Montrose
18/19 June	Bon Accord Festival		Aberdeen
14/14 August	Scottish Nationals		Strathallan

Contacts

SOARING	-	NORRIE KERR	0224 324722
MONTROSE	-	G. McINTOSH	0674 4263
ELGIN	-	TOM TAYLOR	02612 2777

AEROTOWING

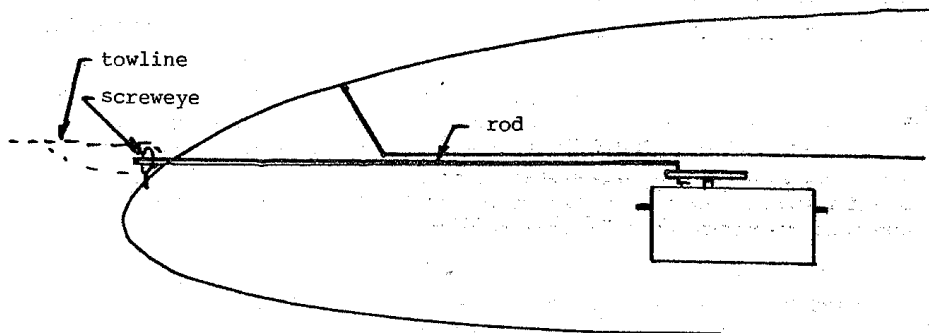
One esteemed tug pilot Alan Stewart has now got two tugs. A Citabria has now joined the faithful Barnstormer. It is hoped to tow up the DG100 with the Citabria - this should be quite interesting to say the least. Mike Pirie has the Big Lift, but I am not sure if he is willing to risk it in an aerotow.

The Basics

The basic technique is quite simple. First of all, the length of line required is about 75 to 100 feet long depending on the model. This might sound a lot, but it is necessary to stop wallowing on the glider. The glider pilot will stand behind the tug, the slack taken up and the throttle opened. The glider pilot then runs with his aircraft maintaining line tension until the glider flies out of his hand. The glider should then be flown at about six feet above the ground until the tug is airborne. Once both are in the air, fly the glider at about six to ten feet above the tug. This can be difficult as the glider is flying at maybe three times its normal speed. The easiest way to fly is then in an upwind zig-zag - the glider keeps to the outside of the tug in the turns. In this manner, 1000-1500 feet can be built up in a short space of time. Once you are at this sort of height, it is very difficult to see what the glider is doing in relation to the tug. It is therefore essential that the glider is trimmed on the tow so that once you are at height, you do not have to worry about having to 'fly' the glider. Always to remember if you get into trouble, even a wallow, chop the line. It is not worth trying to correct it. It is quite amazing what can be towed and what can be used to tow. The ideal tug is powerful for its size. It must be able to fly fast as well as slowly and be very stable and controllable. The Barnstormer or the Wot 4 are ideal and fairly inexpensive. As far as gliders are concerned, well you name it it has probably been towed - Elmira, Seychelle, Impala, Hite Finder etc. As for hooks, it depends on one's budget. If you want to go into it seriously, a Graupner metal nose-hook is strongly recommended. It can be built-in during construction and is suitable for any glider or tug. You can also make your own very cheaply with piano wire etc. Below two simple methods are described.

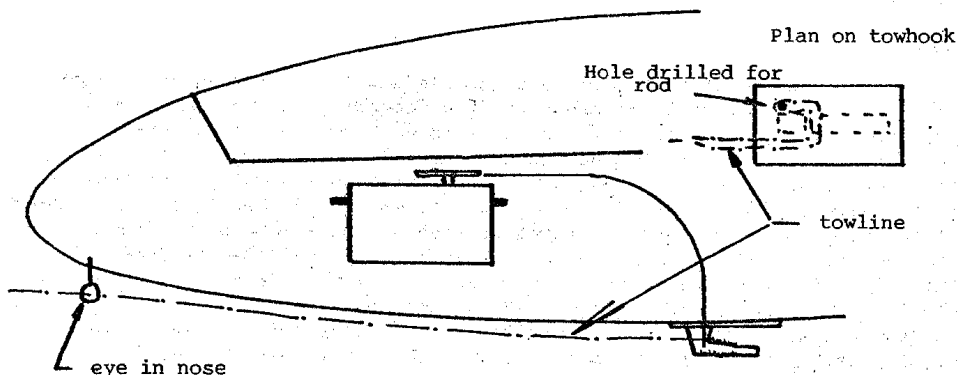
Method 1

The servo activates the rod which exits at the nose of the glider. The wire is passed around the rod behind the eye. When the servo pulls back the rod for release, it clears the eye and retracts flush with the nose. The line is then pulled clear by the tug. You're off!



Method 2

The line is passed through the screw eye, behind the neck of the tow hook and then around the rod. The servo on release pulls the rod flush with the base of the tow hook and the line is then pulled around the hook through the eye and clear. The eye stops the nose from rising in the normal manner i.e. as in a bungee launch.



So what could be simpler? An easy way of getting a glider airborne quickly as long as you remember the few basic rules and fly gently on the tow. There is no finer way of getting airborne on a fine summer's evening!

SAFETY FIRST

Remember please to display your frequency pennant in a proper manner. You should fly a pennant of the correct channel colour if you are on 27mhz or if on 35mhz an orange pennant with the CORRECT channel number in white clearly displayed. Please check that your crystals correspond to the pennant number. There have been four incidents because of wrong crystals and eight because of no pennant over the last couple of years. So for everyones sake take a bit of time and check. Do not become complacent - it might be your model next time.

Latest

The flyin at Montrose will be on the 28/29 May. All types of aircraft will be there. There will be a demonstration of Microlight (so get your tin helmet). There will be a free barbeque on the Sunday afternoon. Anyone will be able to fly on providing proof of insurance. There will be Buddy Box facilities for the general public(John's got his tin helmet). A tea van will be there and ice-cream will be available.

Finally- a welcome to the following new members of ADS :-
Neil Masson(896794), Razo Loganathan(770422), George Anderson(323853),
Douglas Allan(022 479 500), and Brian Ord(698449).
