



ABERDEEN AND DISTRICT SOARERS

Newsletter No. 15

July 1983
7, Ashgrove Road West,
Aberdeen.

What a start to the flying season! Wet or windless Tuesdays have been the pattern until just recently. In fact almost every day of every week has been doubtful flying weather. Competitions cancelled or postponed! No lift around even for the experts. Where are all the Tuesday night sessions on Brimmond? Has anybody flown on Brimmond this year?

On several occasions, if we had described ourselves as Aberdeen District Soarers, onlookers might have been somewhat surprised to see fuel being poured liberally into models, 2 and 4 strokes powered up and models getting airborne. No slope or thermal lift required. We even lost the odd finger! Well, almost.

One Tuesday evening after a curtailed flying session, we ended up in the Whitehorse Inn to wish Teun and Tinika 'bon voyage' just before they left U.K. to return to Holland to live. Thankyou Teun for all the help you have given to ADS - we'll miss you (I bet he misses us and all our hills).

Welcome to all the new members this year. It is important that we do recruit new members if we are to survive. The natural wastage has to be replaced. Numbers are slightly down this year at around the 25 mark.

Whilst thinking of new members, I have included a work of art produced by Mike some time back pointing out various sites for slope lift. Perhaps we'll all be encouraged to get back to the slopes in spite of the fact that at last we now have that much spoken about power winch. Many thanks to Sandy Tough and Norrie (and others) for the time and effort given to make the proposals of Newsletter No.2 in Autumn 1979 a reality.

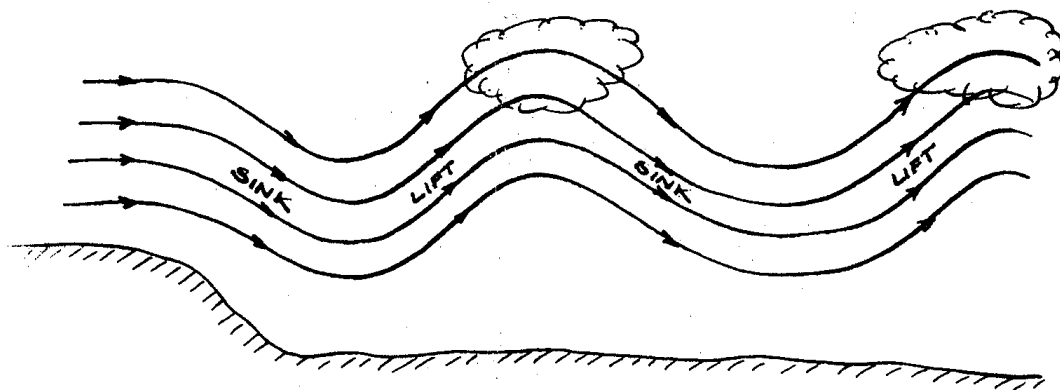
Graham Donaldson.

Modellers Make Good Glider Pilots

It is often said that flying full size gliders is no more difficult, or indeed, could well be easier than flying the scaled down version by means of radio control. It is also a well known fact in gliding circles that modellers often show good aptitude at learning the skills of full size gliding (I'm not sure if this was true in my case!)

We are fortunate in this part of the country in having the Deeside Gliding Club just on our doorstep - the flying field is about two miles west of Aboyne. The club is renowned for its wave soaring and indeed it claims to have some of the best wave in the country if not Europe.

So what is wave? A simple way to visualise it is to liken the wind blowing across the land to water flowing over the rocky bed of a stream. A large rock will cause ripples downstream of it. When the wind blows down a steep slope, it also causes ripples, or standing waves, downwind.



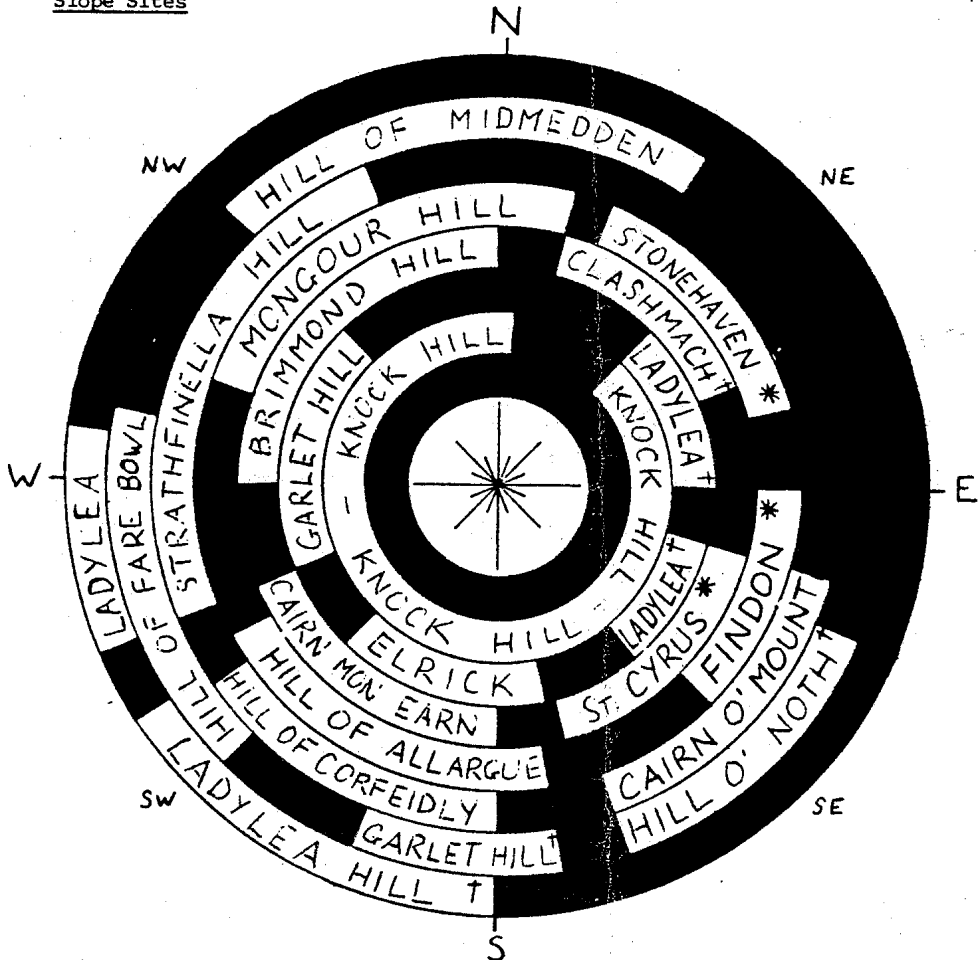
Wave can extend many miles downwind of the hill that caused it, and gliders using the rising part of the wave can experience rates of climb of over 10 knots (1000 ft/min) and can reach heights of over 30,000ft. Flights of 15,000 to 20,000ft are common at Aboyne, and having personally experienced a flight to 10,400ft in the incredibly smooth air which is typical of wave, I can only say that it was a fantastic experience.

The Cairngorm Gliding Club at Feshiebridge also enjoy wave soaring but is perhaps better known for its superb ridge soaring. Of course thermal soaring is also enjoyed at both locations but perhaps not quite so often.

If you are if you are interested in learning to glide or even if you just fancy a pleasure flight, trial flights at Aboyne can easily be arranged by contacting me. I can thoroughly recommend the experience. Why not have a go?

Mike Pirie

Slope Sites



* Coastal Sites
 + Unflown Hills

Slope	Map ref.	Slope	Map ref.
Brimmond Hill	NJ 852090	Hill of Fare bowl	NJ 669029
Cairn-mon-Earn	NO 80918	Hill of Midmedden	NJ 538230
Cairn o' Mount	NO 650805	Hill of Noth	NJ 500300
Clashmach	NJ 495390	Knock Hill	NJ 53 55I
Elrick Hill	NJ 849102	Ladylea Hill	NJ
Findon	NO 9449 5	Mongour Hill	NO 5 90I
Garlet Hill	NJ 43 150	St. Cyrus	NO 60650
Hill of Allargue	NJ 254098	Stonehaven	NO 880850
Hill of Corfeidly	NJ 6 20I	Strathfinella Hill	NO 680 80

By Marilyn Hartsook

THOSE DARING YOUNG WOMEN AND YOUR FLYING MACHINES

More powerful than an O.S. Max engine... Faster than a speeding cougar... Able to leap over tall trees...

It's a bird, it's a plane -- no, it's your wife flying your R/C model airplane!

Yes driven by desperation, frustrated wives all over America will soon be taking the transmitters into their own hands and enjoying the thrill and challenge of R/C flying.

Up until now, the fun of this exciting hobby has eluded most wives, who, because of circumstances beyond their control, could not keep a plane in the air; consequently causing a panic throughout the airfield and probably resulting in a few broken fingers when the transmitter was ripped from their hands.

My own dear husband experienced such a panic on several occasions and, as a result, I was forbidden to touch the transmitter under penalty of death or mutilation. I got the hint. I backed off, but I didn't go away. I listened, I watched, I learned.

Now the time has come to step out from the sidelines and to share the wealth of information that I've learned with other wives who have experienced similar difficulties mastering this simple sport. I have written comprehensive preflight and flight instructions to aid my fellow would-be fliers in making that all important first solo flight. I am convinced that there are many daring women out there who will want to try this innovative approach to flying.

Preflight Instructions:

You must secretly confiscate your husband's plane, fuel, transmitter, flight box, clothespins, tape and glue. Even the slightest hint of what you are considering may trigger another

panic. Then go to the flying field alone and set up as follows:

Bolt the wing to the fuselage. Sometimes this is done with rubber bands. Just be sure the wing is securely in place, as the wing and the fuselage will not fly separately.

Fuel up. There are tubes coming out of the engine which must be temporarily disconnected in order to inject the fuel. There will be at least one of the several obscene looking devices for this task in the flight box. Once found, its use will be self-explanatory. Remember to reconnect the fuel lines.

Make sure you have a clear frequency. All this means is that you attach a clothespin to the transmitter antenna. Idiiotic as this sounds, there is something about clothespins that clears the air waves.

Turn your transmitter on. Find which stick makes the little boards on the wings move up and down; the other stick gives it gas.

Start the engine by connecting the battery to the round thing on top of the engine. Spin the prop with your finger and give it gas. You will want to be concerned with the prop after the engine is started as it will cut your fingers off if you're not careful and, in your discouragement, you will probably never want to fly again.

Position the plane on the runway and get ready to fly!

Flight Instructions:

To keep things simple, we will keep the gas stick all the way up throughout the flight. Make sure the boards are tilted all the way up, give it gas, and up it goes.

Now if the plane seems to be doing a loop right after take-off, let up on the board stick. If you're too late, that little sucker is going to splatter all

over the runway.

You will need to make a turn after a few minutes so that you don't lose sight of it, so move the board stick to one side. You'll have to guess when to let go to get it heading more or less in your direction.

You'll notice that the plane appears to sink a lot if you let it go around too much, so once you've completed the turn, you need to make it go higher again. Move the board stick up and, when it gets high enough, let go. Sometimes this causes a "stall" if not executed properly, which means that the plane doesn't want to go anywhere but down. Sometimes just letting go of the board stick will help, but if that doesn't work, then your transmitter is "dead" from when you dropped it. If that's the case, you'll be making a "dead stick landing!"

If you're still in the air at this point, practice your turns and ups and downs, but don't let it get too far away, it could get out of reach of the transmitter rays. If it doesn't respond to the controls at long range you may as well relax. Birds are happier when they're free -- airplanes probably are too.

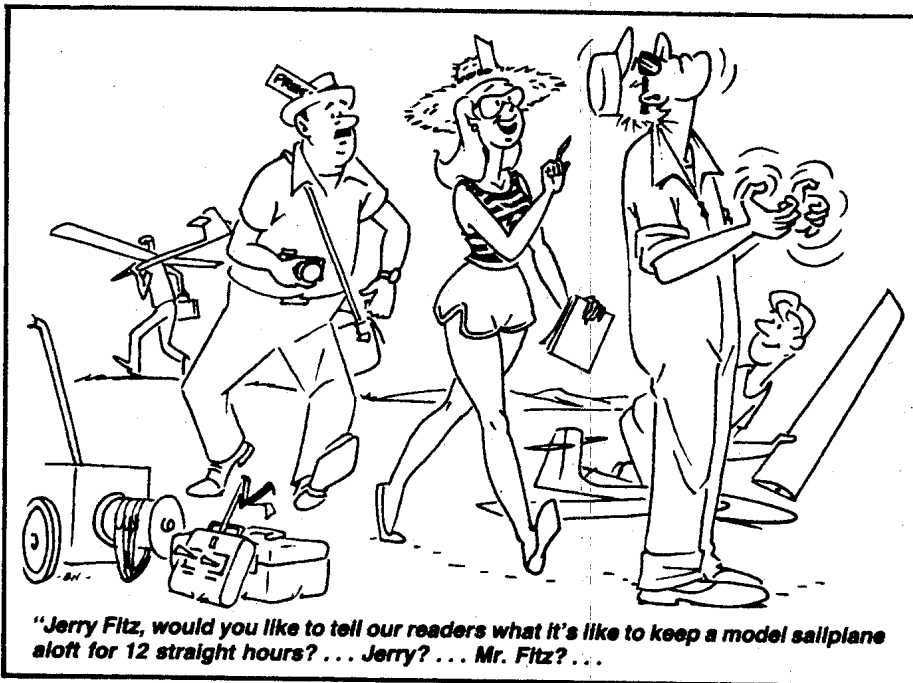
When you get tired and, hopefully, before you run out of fuel, come in for a landing. When the plane starts getting close, take your hand off the gas stick to kill the engine and move the board stick down, but let go of it before the plane is on the ground and it might straighten out and land on those cute little wheels.

I would like to congratulate you on completing your first solo flight! Perhaps your landing wasn't quite up to par, but don't get discouraged. Maybe the plane wasn't all it was cracked up to be. Once your husband gets the new plane done, I'll bet he'll be more than happy to let you fly with him, now that he knows what you're capable of. Maybe he'll even give you some flying instructions himself. Happy Flying! □



"It's so nice of you to let me fly your favorite plane..."

"I killed it..."



Scale Gliders

Last night I watched and recorded QED. The program was concerned with man's attempts to copy bird flight. Once again I was captured by the beauty, grace and efficiency of those silent fliers of our skies. The nearest that we get to reproducing this natural flight is through this hobby of ours - gliding. Mike and others have of course experienced the real thing. The rest of us are left to daydream.

In my mind I have made and flown many different scale model gliders. Reality is far different. All I have achieved, is the collection of a heap of plans. Some years ago there was a 1/5 scale Slingsby Swallow, but I was trying to run before I could walk. However I did gain the satisfaction of seeing my creation fly in the hands of the experts. When I took control, panic set in and the flight transformed from the graceful and efficient mode of flying to wild gyrations about the sky.

We've all seen and envied Pete Rink's models. I'm sure we've all been tempted to try ourselves. Something has always dampened that initial enthusiasm. Was it the size of the project? Was it the time involved? Perhaps it was the expense. Maybe there are a number of these large scale projects under way.

Come on ADS - to the building board.

LIST OF MEMBERS

•	Jim Anderson ✓	39, Richmondhill Road	33601
	John Barnetson	40, Kaimhill Circle	39835
X •	Graham Donaldson ✓	7, Ashgrove Road West	46961
	Iain Donaldson	7, Ashgrove Road West	46961
	Richard Donaldson	7, Ashgrove Road West	46961
	Norrie Kerr	55, Raeden Crescent	324722
	Neil Masson	20, Shieldhill Gardens	896794
•	Bob McCluskie ✓	37, Inverdon Court	40413
X •	John McConville ✓	56, Berrywell Gardens, Dyce	724498
	Jim McCurrach	7, Ashgrove Gardens South	
	Gerry Mitchell	69, Ivanhoe Road	324828
	Graham Philip ✓	34, Wallfield Crescent	640510
	Mike Pirie ✓	67, Angusfield Avenue	323640
	Pete Rink Braker	Str 702800 Bremen West Germany	01049 421 388759
✓ •	Alan Stewart ✓	25, Glenhome Gardens, Dyce	722663
	Teun Van Waart ✓	Zandvoortr Weg 5A, 2111 GN Aerdenhout, Nederland	010 31 23 244815
	Gordon Dyack	67, High Street, Banchory	
	Rajoo Loganathan	16, Princess Crescent, Dyce	770422
	George Anderson	63, Summerhill Crescent	323853
	Douglas Allan	Dunmada, 18, Marcus Rd. Blackburn	022 479500
	George Whelan	52, Camperdown Road	
	Joep Bartstra	12, Boyd Orr Avenue	894432
	Brian Ord	31, Cummings Park Circle	698449
	Jim Love	58, Garthdee Road	39038
	Dave Parsons	13, Princess Walk	724758
	Sandy Tough	30, Woodside Crescent, Banchory	

