



# ABERDEEN AND DISTRICT SOARERS

Newsletter No. 17

January 1984  
7, Ashgrove Road West,  
Aberdeen.

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1984 is with us for better or worse. What prospects does this new year hold for ADS? Let us attempt to regenerate some of the enthusiasm for soaring in general that we had some years ago. Let us get back in numbers to the many slopes that we are blessed with in this part of the world. Let's hope your committee play their part in encouraging all members to participate to the full. Let us start by wishing all members and all our readers a happy and prosperous 1984.

Apologies must be offered for the late appearance of this newsletter. Traditionally it follows on closely from the AGM. Not so this time. Perhaps we've been too occupied during December flying and building. Certainly, I managed to fly as regularly during December as at any time during the whole of 1983. I have to confess that on a number of occasions the motive power was provided by those nasty propellers (even two at a time on occasions)!

1984 has blessed us so far with three of the most severe storms within three weeks that we have experienced for quite some time. Flying has been impossible. Building during a power cut is impossible. Shrinking film covering by candle is not to be advised. Perhaps by the time you read this Graham and his Hydro Board mates will have joined all the broken wires and have us all switched on again!

Graham Donaldson.

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## LEISURE FOR PLEASURE

Once again in November, we participated in the Leisure for Pleasure exhibition in the Music Hall. This year our centrepiece was a simulated aerotow - at one end of the hall was the tug, Allan Stewart's Citabria and at the other end John McConville's DG100. Above the stand we had a stack that reached to the rafters - a sight which even Heathrow would have been proud of. Many thanks to all who helped to make the day a success.

MINUTES OF THE AGM

Held on the 21st November at 7, Ashgrove Road West.

Present

Jim Love	Dave Parsons	Richard Donaldson
Brian Ord	Allan Stewart	Graham Philip
John McConville	Mike Pirie	Neil Masson
Graham Donaldson	Jim Masson	Dave Davidson

Graham welcomed all to the meeting and expressed his appreciation at the turnout. He then gave his report on the year's club activities. By and large the weather played a large part in restricting activities through the year and also fragmented the flying season somewhat. He also read to the meeting a letter received from Teun Van Waart. Teun thanked the club for his send off and his years in the club.

Mike presented his Treasurers Report and pointed out that the largest expenditure had been the farewell gifts for Bert Morgan and Teun. The club funds were in a strong position and the balance was accepted.

The committee was the chosen. Mike Pirie's three years in office was up and so he was not eligible for re-election. G. Donaldson and J. McConville were re-elected and G. Philip was elected as the third member.

The budget for 1984 was examined. Allan Stewart stated that the outlook was quite promising with little foreseen expenditure. He proposed that the membership fee be held at £2 for the year. This was agreed.

The Competition Report was given by John McConville. He pointed out that the ~~bad~~ weather had resulted in few competitions being held as planned. The 'Slope Fly-in' during August was a success and it is hoped to repeat the formula during '84. The SAA Calendar was accepted with all the thermal competitions to be held at Balmedie. It was hoped four competitions would be held on an 'ad hoc' basis with no formal dates.

Allan Stewart felt that there was a lack of co-ordination with regard to Tuesday night flying sites. This was perhaps due to the diversity of the sites available. He proposed that a flat field site be located in the Brimmond area. It was agreed that until such a site becomes available the present system should remain. Allan is also investigating the possibility of a 'family day out' at Kerloch. The possibility of a barbeque was left to the committee to organise.

As secretary, I would like to thank everyone for turning out for the AGM and especially Graham and Stella Donaldson for their excellent hospitality. Also on behalf of the club I would like to thank Mike Pirie for his hard-work over the three-years he has served on the committee - unseen work which is often not appreciated. Mike has done a sterling job for the club in both official and unofficial ways. He has set a fine example to the rest of the club.

John McConville

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SAFETY AT BRIMMOND

On Sunday 8th January, a model was reported over Brimmond Hill at a high altitude by a full sized aircraft. The police were informed and they said later that they were considering taking legal action against the model flier. However subsequent investigations show that the police have no record of this incident and nobody was on Brimmond at the said time. This is the first time that a complaint has been made in ten years flying on Brimmond and it is no coincidence that it was reported by a low flying Cessna 150. However do not become complacent because it could quite easily backfire and end up in unnecessary and futile legal action. If you are in any doubt about a full sized confliction then land or get as low as possible. If you consider the full sized aircraft to have been too low then report the incident to Air Traffic Control.

P.S.

Further enquiries reveal that the full sized aircraft was extremely low and possibly illegally so. The police therefore had no real evidence. The model was at about 200ft above the hill. Please be careful and if there is any problem please get in touch with John McConville.

1984 COMPETITIONS - S.A.A.

1. 4.84	Slope 'Fly-In'	Cairn or Durris -phone
15. 4.84	Spot landing	Newburgh
6. 5.84	100s Maxwell Trophy	Balmedie
27. 5.84	Aerobatics	Newburgh
3. 6.84	Open BOC Newsco (BARCS)	Balmedie
16. 6.84	Fly- In (Proposed)	Strathallan
17. 6.84		
30. 6.84	Fly-In	Montrose
1. 7.84		
5. 8.84	Open Brian Sherriffs (BARCS)	Balmedie
11. 8.84	Scottish Nationals	?
12. 8.84		
19. 8.84	Scale Power & Fly-In	Milltown, Elgin
9. 9.84	Open Sparrow Shield (BARCS)	Balmedie
16. 9.84	Helicopter (North Scot Trophy)	Montrose
30. 9.84	SAM Event	Montrose
14. 10.84	Back up thermal date	
21. 10.84	Back up slope date	

## ST CYRUS

Over the past year I have visited this site six times and can honestly say that it has provided some of my most memorable flying. The site is situated at the north eastern edge of the village. To get there, from the north, turn left at the craft shop over the disused railway line and then take the small road between the church and the school to the cliff edge. The suitable wind directions are 090 to 170 degrees, the most favorable being 140 to 150 degrees. The cliff is approximately 300' high. There is a winding path down to the three mile long sandy beach. The lift is incredible and can be worked up to 35kts with no turbulence right down to about 5kts. Top landings can be achieved as long as you go well back beside the church to avoid 'curl over' from the cliff. Beach landings are superb. The sand is very smooth and the walk down not too tiring. The site is a nature reserve and is also used frequently by hang-gliders and the general public. Parking is very limited at the small cliff edge car park, but there is plenty of room further back near the church. There are local shops and a pub quite near so it is an ideal spot for the family. Please treat the site with care and the respect it deserves so that we can all enjoy the site for the years to come.

## A LOOK AT BENNACHIE

From the early days of ADS, Bennachie has been used on a fairly irregular basis. Not having had the inclination to climb it I did not experience the stories of fantastic flying that came back. However in September I decided it was time to take a look. Waiting for the North Westerly did not take too long, so arctic survival gear and crampons on, off I went. The track begins at the Chapel of Garioch car park. Following the track to the Mither Tap, the turn off to Craig Shannoch appears within half an hour. At this point is a very respectable easterly bowl which is reputed to work very well. Terminutes walk from this point takes you to the northwest bowl overlooking Inch. The wind was about 10kts and the lift was fantastic. Powerful and very smooth. The bowl can be used from the west right round to north north east. From this bowl going back on the path and heading towards Craig Shannoch, the map indicates that there is a bowl on the other side i.e. a south facing slope. Judging by the map, it may well be another half hour's walk across the top, but it looks promising. Mither Tap can be flown from just about any direction. Landings can be difficult because of the lack of room and the air can be turbulent. So if you plan a walk up Bennachiw, take a glider especially if the wind is from the north west.

John McConville.

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