

## ABERDEEN AND DISTRICT SOARERS

NEWSLETTER NO. 2

AUTUMN 1979

### EDITORIAL

Now that another summer is drawing to an end (if it ever began that is) it is time to take stock of what has taken place in the last few months. So far this season has been very successful with a good turnout of members on a Tuesday evening and at a weekend, although the slope side has suffered due to the winds not being quite right, the old old story, too much, too little, or in the wrong direction, but due to this there has been an upsurge of interest in flat field soaring, but more of this later.

A date has been fixed for the club's first A. G. M. it will be held at The Inn at The Park, Polmuir Road, on Friday 28th September, 7.30 p.m. prompt. As this will be a Very Important Meeting for the club it is in your interest to attend, there is a questionnaire at the end of this newsletter which we would like everyone to complete so if you cannot make the A. G. M. fill it in and give it to someone who will be there.

Points that will be discussed are 1) Fees, 2) Power Winch, 3) Flying Sites, 4) Club Transfer/Badge, 5) Committee and 6) Any Other Business.

### CONTEST REPORT

This year has seen a hard core contest contingent emerging (a free copy of the next newsletter to anyone who can say that at the end of the A. G. M.) with some surprising results.

First comp. was held on 1st April, at Hill of Fare which resulted in Graham (Good Grief/Oh Deary Me) Macintosh spending four weeks in bed with pneumonia, Doug's dog with frostbite and various members almost requiring the services of the Aberdeen Mountain Rescue Team, the severe weather curtailed the comp. but everyone enjoyed themselves or so they say.

The Lomonds Trophy was next with a good turn out by A. D. S. members getting a chance to fly against other more experienced fliers from all over Scotland.

During May a very enjoyable day was had when we held a family day out at Echt Park. During the day a number of successful Aero-tows were performed and once again a certain member, (called Alan Morrison) who shall be nameless attempted (unsuccessfully) to aero-tow an Impala without wings.

Next was the first of the big ones, The Scottish Nats. A sizeable turnout of members helped support the three club entrants, who flew in the actual comp. (many thanks lads), Mr Phillip and Mr Kerr both having a say in the leader boards, Norrie leading the comp. at the end of the First days flying despite being knocked unconscious during the second round.

The following week saw the comp. at Montrose, 50% of the entry being A. D. S. Again places in the final to our, by now contest hardened veterans.

Glencraig in Fife saw our intrepid fliers in action once more, although this was the first glimpse of F. V. S. rules (rule one for the uninitiated is, the contest site must be kept secret) the happy band finally reached the biggest cow pasture in Fife, or maybe that was Fife, Graham and Norrie once more in the top four.

Alistair, Neil and Norrie attended the next comp. at Blackburn, not much can be said about this one apart from the fact that it was wet, windy and Norrie came third, there was only two trophies, (shame).

The next and most important event was the British Nationals. A three man team entered and achieved excellent placings in the various events over the weekend, most noticeable was Alistair Mutche's seventh place in the 100's. Graham and Norrie were approximately sixteenth in their events which when you consider that there were over a hundred entries in each class shows that the hard work put in this year has paid off.

Due to an admin error by the S. M. A. E. the British Nats. were held the same weekend that we were due to supply a flying display at the Echt Gala, although stringent protests were made to the S. M. A. E. the clash of dates was unavoidable, thanks to a stalwart few the Echt show went ahead and was a resounding success. In future the S. M. A. E. have promised to clear all dates with A. D. S. beforehand.

Just before going to press another comp. was held at Glencraig, when N. Kerr and J. McOnville took home another trophy to swell the silverware gracing North East side boards.

At this point it may be appropriate to include a few words of thanks to the following people:

Alan Stewart for the aerotows,  
Jim Love for the publicity,  
Mrs Barnettson for feeding the starving masses at Cranwell and all those who came along and gave support at the comps.

#### MEMORABLE MOMENTS

Neil Logan's bombing run across the Hill of Fare, when all his gear fell out, proving that our aircraft are radio Uncontrolled and not radio controlled as many people think.

The guy who launched at the Nats. without switching on and had the best flight of the slot, only losing because it landed out side of the permitted distance but only just.

Norrie catching his Phoenix by the nose, even managing it in the dark.

(3)

That last gasp thermal at Balmedie when it was so dark that you had to keep flying or you lost sight of the aircraft against the dark landscape. There were five models airborne at this time and mutterings were heard about landing lights and getting a flare path built on the sand dunes.

Norrie and John Donald sheltering behind a gorse bush on Brimmond during a blizzard and losing sight of each other.

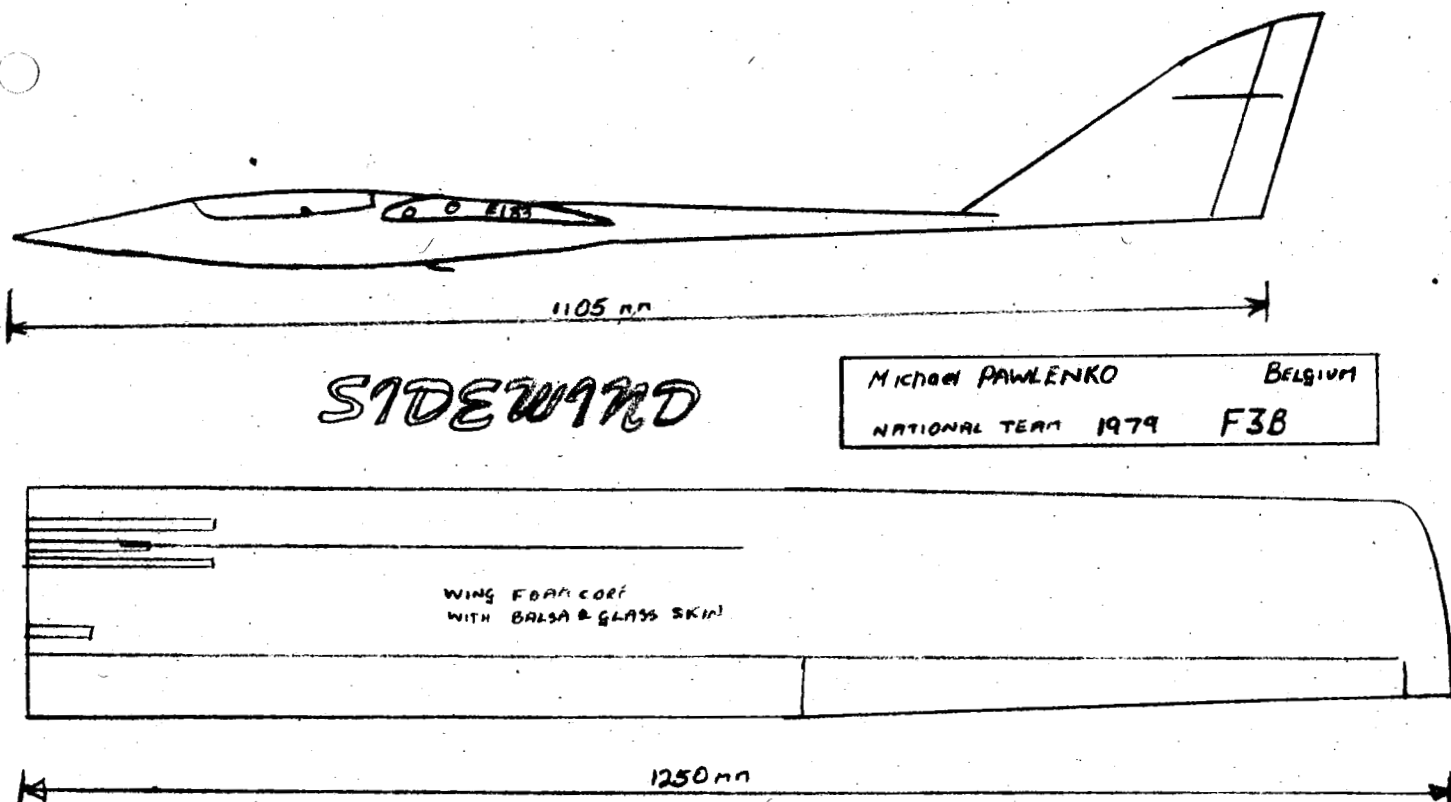
JIM Anderson's three epic ascents of Brimmond on the same day returning down to his car to pick up bits he forgot, then once he was ready to fly the wind dropped.

Alan's Cobra 17 living up to it's name, striking swiftly and deadly, straight through Ivor's Capstan, voted by the people who saw it as the best mid-air of the season.

### CRYSTAL BALL SECTION

By the looks of things next season will be the year of the large scale model, several already built or under construction, as there has been talk of the club constructing a power winch the really large model becomes feasible and a big model is much more realistic to fly. If you are planning one of these beauties lets hear about it for the next newsletter.

The type of model in evidence at the British Nats., is shown below, although mainly for F3B events this type of model was being flown with considerable success in 100's and Open in the right hands, it may be an ideal slope model for light wind conditions as the construction is pretty rugged.



### WEATHER FORECAST

After long protracted negotiations with the man upstairs, A. D. S. have been promised that the somewhat mixed weather of this season will not be repeated, whilst not giving a cast iron guarantee of perfect conditions on the field, as of 0000 hrs 1.1.80, the Satellite Information Centre of the Ministry of Defence Meteorological Survey Office (Duty Forecaster Long Range) has assured us that during each 24 hour period there will be some weather.

As a newsletter takes a fair amount of time to produce I would be grateful for some articles and or pictures for the next issue from all you budding authors out there.

### A GLIDER AND A MOUNTAIN (or ALL YOU HAD TO DO WAS ASK!)

So I said to the mountain, "Can you give me a two hour flight?" and the mountain replied: "I have been here for some time before you, and I will be here for some time after you."

So I said to the wind, "Can you give me a two hour flight?" and the wind replied: "Fly between twelve and three, and I shall be there."

Believing that the mountain and the wind, and the glider in my hands to be all that was required to make a two hour LSF Level 3 slope flight, I cast my bird over the edge at twelve noon.

At one hour and forty minutes into the flight, the bird came to rest in a near vertical attitude near the top of an eighty foot pine some distance down the slope.

Following recovery from the tree, it was determined that the radio worked fine, when supplied with that energy known as electricity.

So I ask the batteries: "What gives? Have I not treated you well? Did I not test you when new, and did I not charge you in accordance with your maker's instructions?"

And the three remaining batteries replied: "Yes, you did charge us properly, but one of us did get tired and quit. But we are a silent servant. Had you but asked, we would have told you that one of us was no longer capable of two hours' work. But because you did not ask, you not only lost a good glider, but you still did not complete your two hour flight."

And all you had to do was ask!

\* MORAL: Get a battery conditioner, and USE it. With acknowledgements to the N.S.S. magazine, "Sailplane".

BEGINNERS COLUMN

Glossary of terms and their meanings for these newer members who may be a bit baffled by some of the terms in use.

- Dihedral - Device for ascertaining line tension
- Stab Area - Centre of Landing Circle
- Strut - Method of perambulation, adopted by contest winner
- Longeron - Method of measurement i.e. This side is Longeron the other
- Dope - Glider Pilot
- Winch - Female company
- Wife - Anti model device
- Leading Edge - That part of a sailplane which is first in contact with the goalpost
- Flutter - Motion produced by certain glider wings
- BARCS - Noise emitted by dogs
- Spoilers - Devices for reducing lift, work in open and closed positions



"NOT ON DRUGS, STAYS HOME NIGHTS,  
 NO GIRLS IN TROUBLE, .....  
 ...WHERE DID WE GO RIGHT?"

CLUB SUMMARY (To be filled in and returned at or before the A.G.M.)

NAME .....

ADDRESS .....

TEL NOS. HOME ..... OFFICE .....

FREQUENCY (Please list all, inc. splits)  
 .....

SAA NO. .... BARCS NO. ....

REMINDER!

A.G.M.

INN AT THE PARK

FRIDAY 28<sup>TH</sup> SEPT