



ABERDEEN AND DISTRICT SOARERS

Newsletter No.22

7 Ashgrove Road West

Aberdeen

APRIL 1985

As we enter our seventh year, A.D.S. appears to be in good shape with a lot of flying being done throughout the winter months (even some of it was power!). I heard George Whelan say that he had missed only one Sunday in the last six months. How does he manage it?

One thing which this time of year brings is hopefully warm and long evenings. All the new flying machines also emerge from the building board. Even my Vampire has flown after seven years of construction.

I would like to welcome all the new members to the club this year and hope that they will enjoy meeting and flying with the rest of us on the various sites available throughout the North-east.

A super night was had back in February this year when members and their wives went out for a meal at the Broadstreak. Teun, our 'Flying Dutchman' missed it by a week. Hopefully this evening will be repeated next year.

As you read through this newsletter, you will find various events have been organised. Weather permitting the coming season should be enjoyed by all.

G.J.Philip

DATES FOR YOUR DIARY

Balmedie Fly-in	11/12th May
Cairn Fly-in/Cross Country	9th June
Cairn BARCS Cross Country	8th September
Fordoun Fly-in	29th September
Club Barbecue	TBA

A DIP IN THE DON

Another flying season is on us again (for some the last one did not finish). I would like to relate a cautionary tale about a cold dip in the Don in the middle of winter.

I woke early on the Sunday morning and cast a jaundiced eye towards the sky to see which way the wind was blowing. Alas not a breath. Just a bright clear day with plenty of snow. After reviewing the situation, I decided to carry out a P.R. exercise and take the wife and kiddiwinks to the Kaimhill ski slope. At about lunchtime the sun disappeared and a light but biting wind came up. At this point wife and kiddiwinks decided they had had enough. Getting home I resisted the urge to have Sunday dinner and instead loaded the car with bungee and my trusty hack model and set out for Seaton. The model was launched unballasted into a now freshening wind. The air was not great and after staging around for few minutes, the model came to earth. Over the next half hour, the wind increased dramatically and the model was struggling to make headway. I decided to have one more flight. With the line singing the model reached a great height. Pinging the model off the line it proceeded to do a half loop and was carried downwind over Don View housing estate. By this time the wind was really howling and by a good deal of judicious stick waggling I managed to get the wings level and the model facing the right direction - all be it a great distance away.

Several problems now emerged. In the fading light orientation became a problem. Pushing the stick forward caused the model to descend vertically with no penetration. After what seemed a lifetime of 'seat of the pants flying' I got the model near enough that I could relax slightly and was fairly confident of landing in the field.

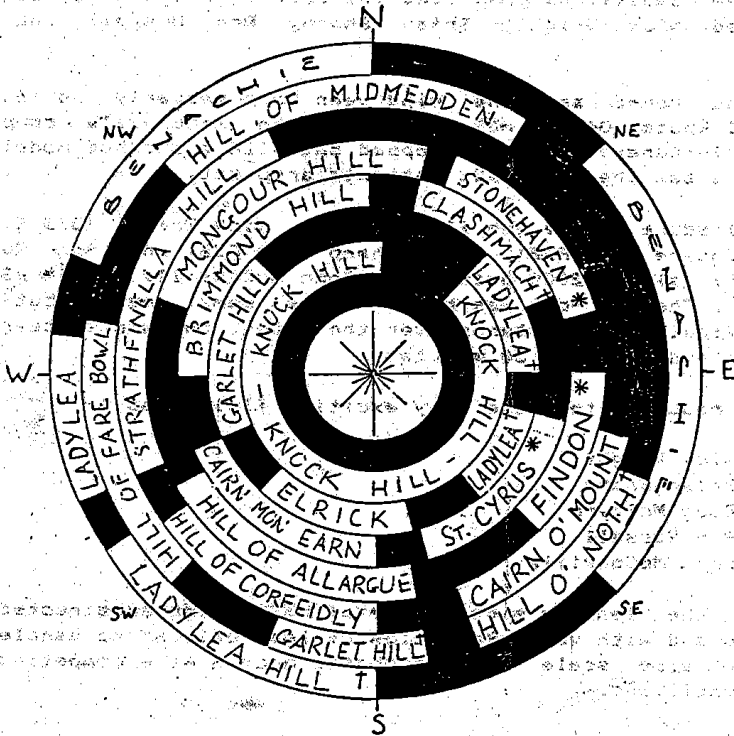
The model was being constantly buffeted and I began to run out of height to make a safe road crossing. I decided to put the model down on the far side of the road rather than risk hitting a car. Holding the wings level I brought the model down until it disappeared from sight just above ground level. Feeling very much relieved, I walked across the road to pick up the model and horror of horrors the model was sitting high and dry slap in the middle of the Don on a spit of ice.

What to do? After much thought, I decided it would be possible to wade in for it. I selected the part of the bank closest to the model, buttoned up my heavy duty, quilted boilersuit and went in. The water came up to my knees, then my thighs, then my, ouch! Then my waist. At this point I decided that when the water came up to my chest the model would have to swim back on it's own. Pressing on I got to within five feet of the model. The water depth by this time was almost at the no go level and I was at the edge of the ice. I carefully broke the ice until I could grab the model and slung it over my shoulder. Turning round I proceeded to wade back to the bemused gaze of some late afternoon promenaders.

What about the cold you ask. Being so warmly clothed, the same principle as a diver's wet suit was evident and at no time did I feel unduly uncomfortable. In fact I gave up the idea of abandoning the bungee in my haste to get home and quite casually rewound it. I also passed the time of day with a passing club member before getting into my car and heading for home. The model and I were both out next day at the same site, but this time with plenty of ballast. So the New Year got under way with a dip in the sea - just like last year!

SLOPE SITES

Two years ago we printed Mike Pirie's slope guide. We make no apologies for reprinting it as there are a number of new club members who we feel will appreciate the information.



When we have published this list previously, we have included map references. Your committee thought it preferable to include brief access descriptions of the more popular slopes.

BRIMMOND - a short walk from either the small carpark on the west side or by the access road to the top from the north side.

ELRICK - opposite Brimmond with access from the south face up the marked path.

CAIRN O' MOUNT - fly from the area adjacent to the lower carpark.

DURRIS - park at the top of the road to the transmitter station. From here take the track off to the right towards the most northerly mast anchor block. Turn right at the anchor block and head for the top of the hill branching left once the treeline has been passed.

LOMOND REPORT

This event held on the 14th April, was the first cross country event held on the East Lomond Hill next to Falkland village in Fife. After some deliberation about the showers and blustery north easterly wind, the competition went ahead on the north westerly bowl with five out of the seven ADS members present entering the 21 strong field. In the first round John McConville completed five out of six gates, Norrie Kerr 3, George Whelan, Jim Masson and Neil Masson one each.

Quite a few competitors completed the course in the allotted time. These included Nick Wright, Brian Sharp, Ron Russell and Doug McIntyre.

The second round saw the wind veer more westerly and increase speed to 25-30 knots. Of the ADS members, John McConville completed the course. Unfortunately Norrie dropped out with a smashed model. The increasing wind saw the other ADS entrants drop out.

The final score before the fly-off were, Nick Wright (O/D Electro F3B), Doug McIntyre (O/D F3B), Brian Sharp (O/D F3B) and Ron Russell (Scale Jantor) all on 2000 points and John McConville (Scale ASW 19) on 1834 points. The fly-off was held on the same course but with increased difficulty in the turns over the gates, the winner being the flyer who was leading after 30 minutes.

The final result after some very exciting flying was :-

1. Nick Wright
2. Brian Sharp
3. Doug McIntyre
4. Ron Russell
5. John McConville

Generally the leading models were of F3B design constructed with glass and foam and with vast quantities of lead ballast to handle the wind. However some scale and aerobatic models were competing well despite the conditions.

John McConville

CROSS COUNTRY?

An interesting article came to hand via the Aberdeen Hang-gliding club. The story goes that a model pilot left home for a quiet afternoon's flying never guessing what was to unfold.

After taking off, the pilot lost radio control of his model and it headed south from the Dunstable area. London Air traffic Control were alerted and warned aircraft in the area as the model was large and heavy. It missed everything around there and was next reported at about 25,000ft over the Bay of Biscay by a Lufthansa 737. The pilot was denied permission to knock it out of the sky, so on it went until it finally ran out of lift to land in a farmer's field in SPAIN! It made a perfect landing and was sent back to its owner who flew it again the next weekend.

How about a cross country event to Spain?

CROSS COUNTRY EVENTS

As part of the ever developing glider competition field, cross country events have become increasingly popular, especially with the more sport orientated flier. For those who are not familiar with this kind of event, here are some details which may be of help.

Usually two rounds and a fly-off are flown. The course can comprise between five and nine gates together with a landing area. Each gate must be flown over and a 540 degree turn performed on the downwind side of the gate before proceeding upwind into the lift area. Each gate is placed behind the ridge. The distance behind the ridge varies according to the severity of the course and the prevailing conditions. The stronger the lift then the further back the gate. In addition a low pass is usually included. This comprises a pass to the left followed by a pass to the right out from the ridge and below a marker post placed on the hill. A landing circle can also be included as part of the score.

Each round will have a slot time - about 30 to 45 minutes - in which the completion of the course is allowed. Relaunches are permitted but all gates must be attempted again - you cannot just carry on from the gate at which you landed. The fly-off is flown over essentially the same course but with each turn being perhaps 720 degrees and also with a bit more of a race than before.

The attractive thing about cross country is that it can be flown with normal sport models and is treated as a brisk walk rather than a run. It is on the whole a more enjoyable and relaxed event with quite a lot of flying involved. For more details see Chas Gardiners series in RCME.

John McConville

RADIOGLIDE '85

For those of you not a member of BARCS (and why not?), the entry for Radioglide is now fully subscribed. But that's not the end of it. The event will be held on the weekend of 25-27th May inclusive and is the premier event in Britain. So those of you not doing anything on one or several of these three days, why not come along and have a look, help out or whatever. See what BARCS, your sport's national body, can do for the hobby. If you are not a member, come and see what you are missing.

Remember - Pitreavie Castle, Dunfirmline on 25-26-27th May. For more information contact Norrie Kerr on 324722.

LIST OF MEMBERS

Your secretary has asked that a list of members together with telephone numbers be included in this first newsletter of 1985. You will note that there are several new members and that several old members names do not appear. Let us all encourage other glider flyers not members to join.

01	GRAHAM PHILIP	92 64209	17	JOHN BARNETSON	39835
02	JOHN MCCONVILLE	824179	18	BOB MCCLUSKIE	40413
03	JIM MCCURRAN	681339	19	JIM ANDERSON	641110
04	WILLIAM BAILEY	942 3917	20	MIKE PIRIE	323640
05	NORRIE KERR	324722	21	SANDY TOUGH	
06	RAJOO LOGANATHAN	770422	22	GORDON DIACK	033 02 2524
07	JOHN BARNES	932 2363	23	JIM MASSON	896794
08	DAVID DAVIDSON	692922	24	NEIL MASSON	896794
09	DOUGLAS ALLAN	022 479 500	25	BRIAN ORD	698449
10	GEORGE WHELAN	636005	26	ANDREW THOIRS	642276
11	PETER RHAN	01049 421 388759	27	JOHN MEUDELL	733413
12	TEUN VAN WAART	023 244815	28	EDDIE KNOX	822912
13	ALAN STEWART	722663	29	ANTHONY SIMS	46688
14	GRAHAM DONALDSON	46961	30	KEVIN SIMPSON	
15	RICHARD DONALDSON	46961	31	COLIN GANLEY	92 64276
16	GERRY MITCHELL	324828	32	TOM MCPHERSON	92 63868

TUESDAY EVENINGS

For a number of years past Tuesday night has been a regular date for club meetings. This year is no exception. Contact phone numbers again this year will be John McConville on 824179 and Norrie Kerr on 324722. If you don't get an answer from either of these sources, then phone around - someone will be going out to fly! Flying also takes place on other nights and of course the weekend. If you are going out phone around and find out what is going on. Always remember that there are certain privileged club members who are able to fly midweek. There's no need to fly alone.

FOURDON

For the pilots amongst us who like a bit of power on the side, ADS has through the services of Graham Philip acquired the use of the concrete runways at Fourdon Airfield.

There are a few rules to be observed:-

- a) You must be a member of ADS
- b) You must advise fullsize control know you wish to fly

The other Sunday, the pilot from the newly formed parachuting club approached us. He also flies r/c scale models. He has offered his club premises for shelter or even repairs! For more information contact Graham at 92 64209.

CRANFIELD R/C EXPO '85

Historically, Easter weekend is a disaster weatherwise. The exceptional change in 1984 almost convinced the pundits that moving the first major model show of the year from Sywell to Cranfield was the reason for record crowds and sun both days. This year proved them wrong. Strong winds, heavy showers interspersed with blinks of sunshine greeted visitors. Oh! I forgot the ankle deep mud!

Monday was the day we decided to attend. To say the least the model flying was disappointing. Would you fly happily in 25kt winds? Many of the manufacturers did attempt to display their wares in the air, but it was far more exciting to drool over the goodies displayed for sale.

However the highlight to my mind was the display put on by the event organisers - the Barmstormers Flying Circus. The Marlborough 'Pitts' opened the two hour display with their first breathtaking display of the year. Despite being blown downwind during all their manouvres, they succeeded in achieving their full display. A young lady must have suffered severe exposure spending at least 15 minutes strapped to the upper wing of a Tiger Moth - she appeared to be enjoying herself (that's show business).

It was Easter, so why not try throwing fresh eggs from aircraft to emulate Barns Wallace's bouncing bomb. A Stampe, a Stearman and a Chipmunk made repeated low passes just in front of us and on each pass, tossed out a fresh egg. Believe it or not the great majority of the eggs survived.

Have you ever tried limbo with a glider or even a power model? Difficult isn't it? Well these fullsize fliers made it look simple. Not content with one gate, they tried two spaced about 50yds apart with the horizontal streamer only about 12/15ft high. After a few last minute quantities of full up elevator, the Stampe, the Chipmunk and the Stearman all managed double clearances.

Individual displays were performed by a great number of aircraft including motorised gliders by Grobb and Slingsby, Quickie Q2, Stearman (what a fantastic noise), Fokker Triplane, Tiger Moth, Chipmunk etc.

KIELDER WATER FLY-IN

Despite the weather, I decided to venture south last weekend to take part in the first BWA event of the year. Kielder Water is an ideal location and only 4 hours journey away. As usual a great variety of aircraft had their undercarriages replaced by floats. Many were out and out scale. Jeremy Shaw had his must publicised Grumman Widgeon and his Cutty Sark together with a Super Sheldrake all powered by Laser four strokes. In all there were over 40 models and 29 modellers whose aircraft took to the air despite gale force winds on the Saturday and almost flat calm on Sunday but with a steady fall of snow. The event attracted quite a good number of spectators. Perhaps the most memorable flying each day was by Dave Whitney with his Wot-4 with an Enya 120 up front! Altogether, it was well worth the effort of driving around 400 miles. Remember the Scottish BWA Fly-in in September organised by Duncan Cameron.

THE AERONCA TG-5

Manufacturers: The Aeronca Aircraft Corporation, Middletown Municipal Airport, Middletown, Ohio.
Purpose: Three-seat Army training glider.
Construction: Wings—Externally strutted structure in aluminum alloy with aluminum upper fuselage longrons and by streamlined duralumin tube Vee struts to the lower longrons. Wings have two solid spruce main spars, aluminum alloy ribs, steel compression members and single-wire drag bracing, the whole being covered with doped fabric.
Fuselage:—Covered with doped fabric. Aerofoil section—NACA 4412.

Welded steel tubular structure with four longrons forward and three aft. Fabric covering. Tail unit—Externally wire braced welded steel structure with fabric covering. Landing gear—Fixed, retracting, with fabric fairing. Engine area combining along the decking of the rear fuselage. Undercarriage—Doughnut main wheels attached to the lower fuselage longrons, skid beneath the fuselage centre-line and fixed tailwheel beneath the rear fuselage.
Dimensions: Span, 47 ft. 7 in. Height, 11 ft. 10 in. Weight, empty, 825 lb. Loaded, 1,125 lb.
Performance: Not released.

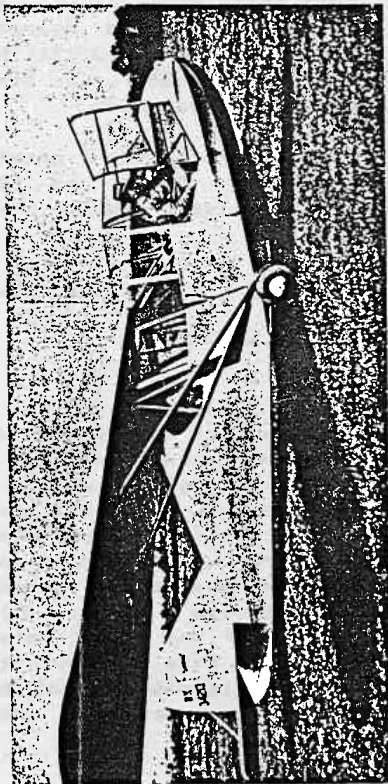
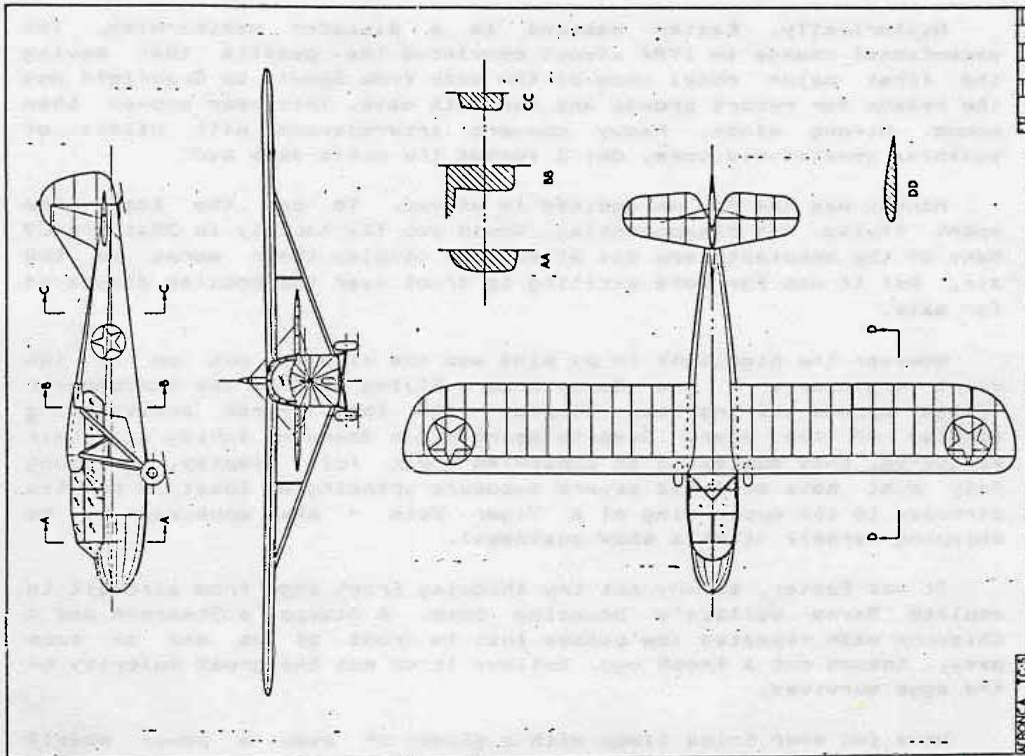


Photo by courtesy of The Aeronca Aircraft Corporation.

Hundreds of Aeronca gliders are now used at initial gliding training schools of the U.S.A. in common with the Piper, Taylorcraft and Schweizer types. The Aeronca is simply a conversion of the Defender trainer aircraft into a glider in U.S. civil aviation and easily produced in large quantities.
 The TG-5 differs from the Taylorcraft and Piper light-plane conversions in having a completely modified fin which gives it a distinctive appearance in the air. The other modifications are a three-seat cockpit and a tailwheel. The tailwheel is replaced by a streamlined nose providing accommodation for a third member of the crew, the instructor, and there is a good view to be had from this position.

The TG-5 can be flown from any of the three seats and two simplified main wheels attached to the lower fuselage longrons. A skid is fitted beneath the fuselage.
 U.S. Army officers have been trained in glider piloting since June, 1941, when the Elmira, Area Gliding and Soaring Corporation School and the Aeronca contracts by the U.S. Army. Scores of new schools have since been opened and equipped with Aeronca TG-5s and other types. The TG gliders are painted silver and carry the usual insignia



AERONCA TG-5