



ABERDEEN AND DISTRICT SOARERS

Newsletter No.31

7 Ashgrove Road West

Aberdeen

October 1987

1987 ANNUAL GENERAL MEETING

This year the AGM will be held on Tuesday 10th November at the Hydro Board Social Club, 185, Crown Street, Aberdeen.

AGENDA

1. Chairman's report
2. Treasurer's report
3. Secretary's report
4. Competition Secretary's report
5. Social report
6. Election of Office Bearers for 1988 (George Whelan is standing down - nominations to Chairman before AGM please)
7. Budget for 1988
8. 1988 calendar
9. SAA safety awards
10. A.O.C.B.

Let me encourage a full turnout of members - there's ample room for all.

MAKE A NOTE OF THE DATE - 10th November

MAKE A NOTE OF THE TIME - 7.30 pm

MAKE A NOTE OF THE PLACE - 185, Crown Street

THE WORLD'S VINTAGE SAILPLANES 1908-45.

By Martin Simons, published by Kookaburra Publications, price A\$55.

I had seen ads for this book for some time but had been put off by the idea of mail-order to Australia. However, while researching my Rhoensperber, the book was recommended to me by Sean Walbank (of RCMW), which seemed like a good recommendation.

Using a bank draft cost a total of £27-90 at the time. This may seem like a lot of money, but believe me the book is well worth the expense. (I've since found out that an International Money Order may be cheaper).

With 176 pages and over 300 photos (many in colour), plus three-view drawings, the book is an absolute mine of fascinating information. The drawings are given a reliability code depending on their source, which is useful for anyone considering using them as a basis for a model.

Some of the world's most beautiful aircraft (both gliders and power) produced during the 1930s and 40s and, while this book is not exhaustive, it still contains a mouth-watering selection of very tempting subjects.

In fact, once (if!) the Rhoensperber is finished and flying, I think I'll try a Habicht, or a Moswey, or a Kirby Gull, or perhaps a Scud?, an Olympia?, ..
..... Dave - PUT THAT BOOK DOWN!

Dave Norris

ZIPPY - 36" span flying wing slope soarer.

The Zippy appeared as a free plan in Radio Modeller back in February. The design is quite novel, utilising a rocking servo box providing mixing for the elevons (very positive it is too), and having a hinged wing held together with a zip - undo the zip and the longest part of the aircraft is only 18" long - fits neatly into the rucksack - the easy way to get three planes up the slope!

Another appealing aspect of the design is the fact that it is quite simple and quick to build - it took me less than a week of evenings to complete mine - and very cheap - no more than about £4 + finishing materials.

Flying is another matter. Flying wings are much more responsive to pitch control than conventional planes, and the centre of gravity position is quite critical. I must admit I've found it a bit of a handful, but when I am in control she's an impressive flier - fast, with a deep whooshing sound, and a very quick roll rate.

I think that if you make sure that the wings have plenty of washout, get the CG right and go easy on the elevator control, you'll have a great "suitcase" model which will fly in fairly light lift.

Mr McConville has suggested putting an electric motor and prop on the back of a Zippy.... all I can say to that is H E A D S !

Dave Norris.

CHIEFTAIN - 100S thermal soarer, RCM&E plan.
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Some two and a half years ago, while I was still fairly new to ADS, I was finding it pretty frustrating turning up at the slope of an evening, only to find the wind dropping away, followed by my Cambria Capstan.

While speaking to Brian Ord and Jim Masson about a plane for lighter lift conditions, I was pointed in the direction of the Chieftain.

I started building the plane about 2 years ago and within a short space of time had a beautiful baseball bat of a fuselage. However, wing building, even for this dedicated balsa basher, has always been something of a chore, and as a result no further progress was made until this year.

I had decided to have a go at the first of the club competitions (the X-country in March) and, not having a suitable aircraft, determined to put wings on the baseball bat. Three gallons of midnight oil later, it was finished, the day before the comp.

I covered the wings with Solarspan, first treating the wood with Balsaloc - a combination I would definitely recommend as being easy to apply (the Balsaloc helps here) and a good bit tougher than Solarfilm. The fuselage is finished in nylon and dope - I swear by it, it's all that's holding the Capstan together.

As it was the 15th of March was the worst day for flying I've seen this year - hurricane force wind, .22 calibre hailstones etc. and so (with a sigh of relief) the test flight was put off until a later date.

A few weeks later she flew straight off the board at Cairn o'Mount - no, I didn't take the board with me - and, apart from a few trimming adjustments, has flown beautifully ever since.

In fact, I got on so well with the plane that I was emboldened enough to enter the Open class at the Scottish Nats. I achieved two very gratifying scores, one in the 900s, and also won the javelin contest in the nearby stadium with my second round flight (another story).

The design is quite agricultural compared with many aircraft of the type, being fully built-up. It's not particularly difficult to build but there is a lot of work in it, so would I would'nt recommend to a beginner. One excellent design point is in the wing. It is built in three sections, with the tips retained by wooden pegs - these shear off in the event of a heavy landing as shown to the great amusement of all present one evening at Seaton.

All in all, an excellent versatile sports/thermal soarer, which also performs well off the slope. Very highly recommended. Thanks for the suggestions fellas!.

Dave Norris.

## A NEW SLOPE ?

### BARMEKIN HILL

The other weekend a westerly wind was blowing, and referring to the ADS slope guide, there seemed to be very few slopes available for due west. So after hearing about Barmekin Hill near to Echt, I decided to give it a try.

Road access is from the B977 between Echt and Dunecht. Take the track to the left marked 'vegetables for sale', past a large farm. Continue round the base of the hill to a carpark on the southwest side of the hill. Park here. The climb to the top is through fern and heather, but no goarse, for about ten minutes. At the top is a circular twin dyke (an old fort). Flying from this point can be in any direction from 090 to 270. Landing is in thick heather, but beware the dyke.

Lift in the westerly wind is really quite good. No curl or other problems were encountered.

An alternative approach would be from the track via 'Old Wester Echt'. This enable you to park in the woods an make a less steep walk along the ridge leading southwards to the slope.

Neil Fraser

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## NOTICE

S.A.A. Northern Area AGM is to be held on Saturday 21st November 1987 at 2p.m. Location this year is at the Hydro Board Social Club, 185, Crown Street, Aberdeen.

See you there.

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## FOR SALE

### MIDDLEPHASE

Two sets of wings i.e. standard and aileron wings. Very good condition£35.00. Phone Dave Norris on 317759.

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