

ADS

ABERDEEN AND DISTRICT SOARERS

Newsletter No.39

Whitlam Farmhouse

OCTOBER 1989

Newmachar

Aberdeen

COMING EVENTS

DINNER DANCE 20th October 1989

Note date changed from 13th. The Cammachmore promise to supply the usual high standard of cuisine and Disco. A raffle with some attractive prizes is also being organized. Price £7.00 each. Please let Mal Satterley know if your coming.

AGM 14th November 1989

Venue yet to be found - any offers?

SLOPE FLY-IN PLUS SCALE 29th October 1989

Lets hope for fine winds and a good turnout for this final event of the season.

EVENTS REPORTS

SCOTTISH SOARING NATIONALS

Day 1

100S: Five rounds of competition started at 9 am under difficult weather conditions of rain showers coupled with varying wind speeds.

I was the only ADS member at the event on day 1 and therefore had to engage the help of the Taylor clan from Elgin to tow and time. I was lucky and missed most of the rain, but others were not so fortunate and there were a few delays to the start of some slots. Very few people "got away" during this event with most rounds being a minimum sink competition with smooth flying, as ever, being the winning quality. Flyers of note being Andy Lewis and Brian Sharp. A small contingent of Englishmen (and Woman) this year made their way north and did very well.

Day 2 (Open and Electric)

Open: I got out of bed for day 2 at 6 am and to my horror found fog, rain and mist. After getting as far as Dundee, I thought about turning back, but persevered on and luckily the weather steadily improved until it was very nice indeed.

In the back of my landrover were all Dave Norris's aircraft. He had just travelled all the way from Manchester after a holiday abroad and had stopped off to compete before going home (that's dedication for you).

Flying in these conditions were much easier as the wind had dropped and swung about 180 degrees. Dave and I were joined by Richard Holt flying his 100" Algebra.

Dave received a lot of interest in his new 4 meter Algebra which he was flying for the first time competitively. The light winds and light lift probably not ideal conditions to give this model an advantage over the standard rudder/elevator planes, but nevertheless an impressive start.

Electric: I was very interested in the electric competition this year, not only because I was flying in it but also to see if there were any differences in aircraft from last year which was run under the old rules. It was apparent straight away that almost everyone was using the new Sanyo 1800 mA cells. Aircraft ranged from a converted 100" Algebra weighing around 4.5 pounds to Colin Sparrows "Black Magic" type power model converted to electric flight (he had just crashed his

glider model).

Dave, Richard and I all flew, with Richard doing best coming in 5th position. This is a competition which has not yet sorted out into an ultimate aircraft/motor/battery combination, but with 1800 mA 7 cell packs costing around £35 I can see it becoming more and more expensive.

RESULTS:

100S:-	1st	John Stevens	
	2nd	Brian Sharp	
	3rd	Andy Lewis	
	7th	Andy Thoires	
Open:-	1st	John Stevens	
	2nd	Jim Scott	
	3rd	Roy Johnston	
	11th	Richard Holt	(2446 pts)
	18th	Andy Thoires	(2039 pts)
	20th	Dave Norris	(2010 pts)
Electric:-	1st	Colin Sparrow	
	2nd	Brian Johnston	
	3rd	Brian Sharp	
	5rd	Richard Holt	(1945 pts)
	6th	Andy Thoires	(1888 pts)
	10th	Dave Norris	(1035 pts)

Andy Thoires

C of G LOCATION

Here is a method of determining the real location for the C of G on your model, which can be applied to all types of aircraft, be they F.F., R/C gliders, power models, flying wings, canards, scale and even full size. If the balance point is not correct (very important for glider guiders), efficiency of handling qualities suffer. Perhaps in a later article I shall go into details as to the theory behind these instructions, just now, I shall give a step by step trimming guide from scratch.

1. Go to step 2 if you already have an approximate CG position to work with, off the plan or kit drawings. Let us suppose that we have designed our dream glider from scratch. Where to set the CG initially? We can use a text book to calculate a hypothetical CG, or just good old intuition (Between 30-35% of the mean wing chord is reasonable for the average 100S or open glider).
2. Since the first launch can be rather daunting, try the free flight technique - make your first launch over weeds or long grass and get someone experienced to help.
3. Get the plane trimmed by the trim controls to fly so that it is neither diving or stalling, it is time for the tuning. What you are looking for is, at this stage, is to have it flying in smooth air as you would like it for thermalling flight ie slow minimum sink with no stall.
4. Now for the fine tuning. Use forward elevator to tip the plane into a shallow dive. Once speed has built up ease the stick back to neutral.
5. Watch the reaction of the plane. Ideally, what you are looking for is that the plane should pull out from the dive smoothly and gradually, with no stalling or diving (although all planes will inevitably go through some continuous oscillations).
6. If the plane however immediately pulls out of the dive and quickly zooms into a stall, or severely porpoises, it is NOSE-HEAVY. Either take out nose weight, or add weight to the tail. Then re-trim the elevator to compensate and try again.
7. If however, the plane continues to dive without pulling up, even with the stick central at neutral, it is TAIL-HEAVY. Add nose weight and re-trim the elevator, then try again.
8. A point of warning - do not allow final C of G to get to far back, or you may find that the controls become extremely touchy. After you have trimmed and re-trimmed the model as detailed above, carry out another dive trim manoeuvre again. It should pull out slowly and smoothly. If it is still wants to tuck under or keep diving put a little lead in the nose. Better to be on the safe side than to have a plane flying on the edge of instability all the time, for a tiny extra edge of hypothetical performance advantage.
9. To summarise:, put model in a dive and neutralise elevator stick gradually.
If model STALLS, add TAIL weight and retrim elevator.
If model DIVES, add NOSE weight and retrim elevator.

KIT REVIEW

MODEL: OSPREY 100 (Thermal/lightwind sloaper)

MAKE: SAILPLANES INTERNATIONAL

PRICE: £43.00

This kit is supplied with all wood and fittings to construct this air frame with the exclusion of a tow-hook. The quality of the kit is above average and die cut part clean. The drawing is fairly simple to follow even for a novice.

This fuselage is simple to assemble resulting in a sound construction giving good overall strength with pleasing lines. The wing being of built up construction taking a little more time and effort but is of standard design. Controls are basic rudder/elevator and although space for servo's is limited, radio installation was not difficult with a little care being taken to ensure correct C of G on completion. Total building time including finish was 16 hours. Facility for up to 1lb of ballast is included in the fuselage.

The test flight was from Cairn-a-Mount in light wind conditions (5kts). This Osprey flew straight from the building board with no trim adjustments required as set up to the plan. She is fairly docile and definitely a good floater and should be a fine model in the thermals. Flying characteristics are ideally suited for the novice, flying hands-off with no tendency to stall.

Note: This was the kit raffled at the 1988 ADS Dinner Dance. Well worth going to, you never know your luck!

Mal Satterley

LOCH INSCH

What a superb 2 day event. It had everything going for it. A more picturesque location on the shores of Loch Insch would be difficult to find. Accommodation at Insch Hall only 2 minutes from the flying site was comfortable, clean and at a modest cost (bed and breakfast at £8.50 per night). Breakfast was close to a 3 course meal which was taken at the restaurant overlooking the Loch.

This event organisation was excellent with the minimum of restrictions for safe flying. Plenty of air space/time for all. The icing on the cake was the glorious 2 days of near mediteranian weather. Wind speed did not exceed 5kts and for the majority of the time was absolutely still. The only ripples generated on the Loch were from the floats of aircraft and the occasional use of the rescue boat.

ADS was well represented by both flyers in the guise of Colin Ganley, Mal Satterley and John McConville and now non flyers on this occasion Graham Philip, Graham Donaldson, Angus Brown and Norrie Kerr, several complete with family.

First in the air on Saturday was Colin with his Faithful Trainer on floats, followed closely by myself with an Acro-Wot on "Loronts" floats. For me, this was my first attempt to fly from water and I was somewhat apprehensive. I need of had no fears, as the Acro tracked on floats as though running on rails. On gaining flying speed she left the water with no elevator input required. In the air she was stable as ever, retaining full aerobatic characteristics. The only noticeable difference being when inverted, the float aerodynamics caused the Acro to climb, requiring up elevator to hold level flight. To my mind not a bad trait and was easy to live with.

Both Saturday and Sunday were basically fly for fun days, with a few optional fun competitions. The most spectacular of which was attempting to chop sections of bog or should I say Loch-rolls that were dropped from a light aircraft over the Loch. Maneuvers by the model aircraft to be first to cut the loo-roll streamers generated a spectacular extremely active flying scene.

Sunday started with a view from the shore that was akin to an eerie scene from Dr. Who. The early morning mist was rising from the Loch, gradually clearing to reveal the full magnificence of the natural panoramic landscape. This alone was a sight worth seeing. By 1000hrs the sun had burnt out all trace of mist and flying in earnest commenced.

John McConville gave a skilled demonstration of flying a Helicopter on floats, which drew a large appreciative crowd of spectators. He made brave attempts with his "chopper" to wash ashore "dead" planes with the down draft. Perhaps that could be better phrased (but maybe its true about what they say about small men). No wonder he drew a large crowd.

The event finished around 1700hrs with prizes awarded to many for the various events etc.. This concluded what was overwhelmingly agreed to have been a first class meeting with few models suffering damage in any shape or form.

Note: if interested a 30 minute video is available from Mal Satterley to view. Tel. Stonehaven 62980

Mal Satterley

CHAIRMAN'S REPORT

I write this as I am commuting, courtesy of British Airways, between Aberdeen and Birmingham. For those of you who don't already know I've been transferred (no fee!) to Gloucester from the beginning of September, and will be moving there permanently in October. So while I look forward to my new job it is with regret that I leave Aberdeen and particularly all my friends in ADS.

I must say I've enjoyed my 5 years in Aberdeen and with ADS. It was one of my better decisions to take up RC soaring, as previously I had only done power.

I shall miss all the excellent soaring sites and good company, but look forward to trying new sites in the Cotswolds and the Malverns. From what I gather the only problem with the sites down here (Gloucester) is that you can drive to the top, thus depriving one of the essential exercise. But much easier on the 1/4 scale jobs!

As a result of my move, I must admit I haven't been flying as much (ie none at all) recently as I would like. I would however like to thank the rest of the committee for covering for me (very easy really as I didn't do much).

As part of my new job I should be visiting Aberdeen fairly regularly and will try to arrange my visits to coincide with a Tuesday evening. Building plans this year include a patio and a small easily transported glider (not necessarily in that order).

I shall keep in touch and let you all know what gliding is like in Gloucestershire.

Anyway this is my last report as chairman, I must thank everyone in the club for being so helpful and friendly and flying with ADS is the thing I will miss most.

Remember as well, when the AGM comes around you only get out of this hobby what you put in, so I'm sure new committee members would be much appreciated.

All the best and I hope to see you all again sometime in 1990.

Frank

P.S. The British Waterplane Association are also looking for a new Scottish representative if anyone is interested.

EDITORS COMMENT

Many thanks to Frank Skilbeck for his sterling service to ADS in the past years, we look forward to seeing him from time to time back on the NE slopes. At a recent committee meeting Mal Satterley was voted to act as Chairman following Frank's recent departure.

FINAL MEMBERS LIST

Apologies for the omissions and errors in the previous list

Alan	Smith	
Alan	Stewart	722663
Alan	Watt	572292
Andrew	Henderson	324709
Andy	Thoirs	712008
Angus	Brown	0569 64144
Bert	Allen	
Bill	Stark	640560
Brian	Ord	698449
Charles	Falconer	05695 288
Colin	Stewart	722663
Collin	Ganley	0569 64276
Craig	Scott	0569 64905
Dave	De Salvo	
Dave	Morris	742776
Dave	Norris	576279
David	Davidson	692922
Donald	MacDonald	92 62173
Douglas	Allan	790500
Frank	Skilbeck	743052
Gary	Madison	
Gerry	Mitchell	324828
Gordon	Taylor	319075
Graham	Donaldson	486961
Graham	Irvine	
Graham	Philip	0569 64209
Jim	Anderson	641110
Jim	Masson	896794
John	Barneson	
John	Barnes	06512 2368
John	McConville	824179
Les	Walker	0358 23212
Mal	Satterley	62980
Mon	Sangra	861884
Neil	Masson	896794
Norman	Dunbar	714840
Norrie	Kerr	324722
Paul	Shepherd	741670
Raju	Sangra	861884
Richard	Donaldson	486961
Richard	Holt	06513 2777
Ron	Lock	733693
Ronald	Grant	714454
Rory	Stuart	04676 231
Simon	Boone	780448
Tom	Hamilton	310306
Tom	MacPherson	0569 63868
William	Adamson	06517 2221