

G. PHILIP

ADS

ABERDEEN AND DISTRICT SOARERS

NEWSLETTER NO. 4

APRIL 1980

12 Kincorth Place
Aberdeen

A NEW SEASON

To produce this fourth newsletter took a little bit longer than initially anticipated. Possibly because of not only new models had to be build, but flying was going on all winter. Especially compared to last year's this winter was extremely mild and the "hard core". (or stupid fanatics, whichever way you want to look at it) kept on flying regularly. Not only from the slope, but also from the field. Thermalling in man-made thermals above Balmedie, Kincorth or Balnagask gave the same satisfaction as thermalling on a nice summer day (My fingers tend to disagree, but they will get used to it).

Furthermore we had our first night out, mid January. A well attended event with an excellent atmosphere. Last years trophies were handed out, our competition secretary tried to get some organisational experience by running a min-spot-landing event, your editor needed three days to recover from some sort of Scottish suicide dance, but everybody thoroughly enjoyed themselves which after all was the main objective. Don't worry, plans for the next night out are being made already!

This newsletter contains quite some factual information on events in the new season. Get your agenda, book the dates and inform your wife! An let's hope it will be a little bit warmer than last year with lots of good lift.

T. v. W.

P.S. When the language looks a little bit funny occasionally, just wonder how your Dutch would be.

NORRIE KERR JOINS COMMITTEE

Late last year Alistair Mutch had to leave the committee as his study and other commitments were taking too much of his time. As some of you will have noticed an excellent replacement was found. Norrie Kerr, already deeply involved in the competitions, has joined the committee as our "competition secretary". Graham Phillip continues to handle the money and administration, whereas Teun van Waart develops as a sort of editorial chairman.

B.A.R.C.S.

Somewhere in this newsletter (at the moment of writing the final form is not very clear yet) some information on B.A.R.C.S., the British Association of Radio Control Soarers, is given. In case you do become a member you will receive a very impressive handbook with all details on the different types of competition, on the achievement programme for thermal soaring and slope soaring (what about a Double Diamond level or the Silver Hawk grade?) and lots of other useful information.

CLUB FLYING SITES

The four flying sites for which (almost) formal permission has been obtained are:

- Balmedie
- Seaton
- Brimmond Hill/Elrick Hill
- Durris Hill

Below some details are given for each of the sites. Please read them carefully, some points are very important.

Balmedie

The flying site is situated at Balmedie beach, at the West side of the new parking site, just South of the water treatment plant. Permission has been obtained from Mr. Ingram, who holds the lease of the field, and the owner, the Grampian Regional Council.

With sheep in the field dogs are not allowed for obvious reasons. Furthermore, take care not to damage the grass during wet periods but keep the cars on the track. (At this moment the new parking/recreation area is still closed for cars, but it is expected to be opened soon).

Finally, do not soar from the dunes: they are easily damaged and it could create dramatic interference problems.

Seaton

The Aberdeen District Council has been asked to grant permission to fly from the field just south of the Bridge of Don, between the Cat and Dog Home and the Golf course. At present the waiting is only for the reaction of the C.A.A. in Edinburgh. As soon as permission has been obtained we will start using Seaton as well, especially when the evenings are shorter and only limited time is available.

At present floaters are required for certain landing areas, but lets hope that we will get a nice, dry summer.

Brimmond Hill, Elrick Hill

Well known hills to most of us, South east of the airport. Elrick, feared for mid-air collisions because of the limited lift area. Up to now, however, all fatal crashes were at Brimmond!

Durris Hill

Very recently permission was granted to fly from Durris hill (or, using its official name Mongour hill, for those with Ordnance Survey map sheet 45 it can be found on Grid Square 75-90). Flying from this site is to be done with care to avoid disturbance. The ploughed areas, with young trees, are to be avoided. In the coming months flying from this hill is to be arranged via Norrie or Graham until certain procedures have been developed. In case you do go, check with the forrester in Spy Hill Cottage at the entry road to the TV mast, as on weekdays (including Saturday) there could be shooting on the slope. The number of cars on top of the hill is limited; the road saves you quite a climb, but some shuttling could be required to keep the number of cars down.

The lift on this hill is extremely good for many wind directions, whereas the road almost to the top makes it very convenient. Let's play it careful, so that we can use this site for a long, long time!

B.A.R.C.S. BRIEFLY

This Association was inaugurated in 1972 to band together those with model R.C. soaring, particularly thermal flying interests and to coordinate the activities for their mutual benefit whether for competitive or sport flying. In 1976 the scope was widened to include slope soaring.

Below are listed some of the B.A.R.C.S. activities which we hope will entice you to join:-

1. A quarterly newsletter containing up to date information on many soaring subjects: members' articles, letters, designs, practical details, record achievements, league situation and committee minutes etc.
2. Rules for clubs to use when organising competitions.
3. A personal Achievement Programme for thermal and slope soaring devised for members who prefer to progress without the frustration of competition flying. Bronze, silver, gold, diamond and double diamond badges being awarded as the tasks are successfully recorded. The attraction of this programme is that it may be performed on your own local field or slope.
4. The annual John Whitaker Trophy is awarded for the best cross country flight to his rules, again using your own flying site.
5. Encouragement to develop a 'Standard' class of model of 100" span and 800 sq. in. wing area and only two servos. Many kits are available qualifying for this class.
6. An annual B.A.R.C.S. Championships of events for open, standard and scale gliders organised to bring members together for a couple of days.
7. Several Postal contests are set during the year, again performed on your own field.
8. Depending on where you live you are placed in one of five geographical divisions of the B.A.R.C.S. league. Points are awarded by your results achieved in nominated contests run to our open class rules. Prizes are presented at the AGM held in December.
9. The committee meets regularly to administer, control and ensure the smooth running of the Association. Officers are elected by postal vote to allow all members to participate.

In conclusion, there are many more potential activities for BARCS. Perhaps you have something to offer, by joining we are sure we can help you to enjoy soaring to the full.

HOW TO JOIN US

Cut out and use one of the self explanatory forms printed below.

Details of Recruiting Trophy

Put the forms below to good use and you are on your way towards winning the recruiting trophy awarded by our membership secretary. He explains -

"If you recruit a mate, make sure that he lets me know that you introduced him."

"I genuinely feel that good responsible recruiting can bring a stronger membership. With a strong following I feel our voice will be heard in a more authoritative manner as regards soaring. I am not looking for the Pot-Hunter who just wants to fill a space up on his shelf, but the genuine member who wants to see us grow."

Rob Page
Membership Secretary 1980

B.A.R.C.S. Membership Application:

Name:

Address:

I agree to abide by the rules of the Association.
I am/am not a member of the S.M.A.E.

Send this form with a remittance for £3 (cheques made payable to B.A.R.C.S) and 9" x 5" S.A.E. to R.Page, 61 Abbott Road, Didcot, Oxon.

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TUESDAY EVENINGS ARE BOOKED FOR SOARING

The long evenings are coming, the temperature is creeping up, so the Tuesday evenings are booked for soaring. Some fanatics have started already and soon the frequencies will clash. From now till August most evening flying will probably be on the field as the wind tends to drop to, below lift level on most nights. Anybody can go where he wants to but Graham will continue to be the focal point in case you want some guidance. Most of the thermal soaring will be from Balmedie, although Seaton will be tried a few times as well. Slope soaring will usually be from Brimmond/Elrick. From September onwards the slope will probably be visited more frequently again.

SIX S.A.A. NORTHERN AREA COMPETITIONS THIS SUMMER

As announced in the October 1979 newsletter six S.A.A. competitions will be held this summer:

<u>Date</u>	<u>Place</u>		
4th May	Balmedie	Open Novice/Expert.	£13.50
25th May	Forfar Montrose	Open (BARCS league)	£21.50
8th June	Balmedie	100S, Scale, possibly Open	£25.00
22nd June	Montrose	Open (BARCS League)	£9.50
10th August	Balmedie	Open (BARCS League)	
28th September	Elgin	Taylor Trophy, Open	

All events except the Taylor Trophy to be flown to BARCS rules.

All events start at 11 a.m.

The best 4 results will count for the S.A.A. Northern League Trophy.

For the BARCS events a minimum entry of 15 (not necessary BARCS members) is required to class as a BARCS event.

The contact addresses for these competitions are:-

N. Kerr	55 Raeden Crescent Aberdeen	0224-324722
K. Whyte	3 Chapel Place Montrose	0674-4263
G. McIntosh	23 Glenesk Avenue Montrose	0674-2035
P. Thompson	Unit 3 Upr. Bilbo Hall Elgin	0343-3571
R. Lorente	13 Lentlands Road Forfar	0307-66531

The entry fee for these competitions is £1.00. Keep sake trophies for the first three places are made available by the S.A.A, whereas we try to organize a perpetual trophy for each competition. For the latter we still are looking for some more support of the "Local industry".

Even when you do not want to fly yourself, still come along. You always pick up something from competition flying and quite some assistance is required to run the show smoothly.

A complete list of all Scottish competitions can be seen in the model shop or, when your eyes are in good condition, on your S.A.A card.

VOLUNTEERS FOR THE FAMILY DAY

The committee has noticed a clear interest in a day with fun and flying for the whole family. We wonder whether some members, and/or their wives, could organise such a day. We have in mind a Sunday in June (but not the 8th or the 22nd) but any idea is welcome. Those interested, please contact us or, even better, just form a group and do it, and let's have fun.

POWERWINCH LOST MOMENTUM?

In case it has been forgotten, you are reminded that the basic components for an electric powered winch are still available. When you are interested, please contact Norrie and he will make you happy and moving.

STICKER LOST MOMENTUM?

In October it said: "It is the intention that the sticker will be issued, in the coming month". Due to unforeseen circumstances that

statement is still true. But the sticker is coming! A mini-mini version is in the heading of this Newsletter, to give you a first impression.

A NEW NEWSLETTER NAME

Our newsletter is still nameless. Be creative, and dream up a name (and possibly a complete heading for the front cover!) One year free subscription of A.D.S. is the highly attractive prize for the winner. A maximum of 50 suggestions is allowed per competitor. Sit and think, and make your editor happy.

DOPED VORTEX BEATS YELLOW ELEPHANT

On the 28th of October the club slope competition was held under reasonable weather conditions, considering the time of the year. A set of contest rules, dreamed up by Norrie (who couldn't beat us as somebody had beaten him the night before) were slightly modified to suit conditions and models. Points could be scored during two pylon races, followed by a spot landing. It was great fun, fast turns are more difficult than most pilots thought and Graham knows now that speed is great, but when there is no lift you end up in big trouble and at the foot of the hill.

John's Vortex, with doped anti-flutter wings, could beat the big Yellow Elephant by marginally more pylon runs and very accurate spot landing.

The score was:

<u>Place</u>	<u>Name</u>	<u>Score</u>
1.	John McConville	582
2.	Jim Anderson	465
3.	John Barnetson	389
4.	William Kay	212
5.	Teun van Waart	186
6.	Graham Philip	108
7.	Jim Love	88

THE ECHT GALA

Also this year we have been asked to give a demonstration during the Echt Gala, on August 31st. Lets hope the wind is 90° different from last year's, it would make life a lot easier for the tug-pilot!

MEMBERSHIP LIST

The membership list which is somewhere in this newsletter (I still don't know how it will look like) was correct as per 1.4.80. Unfortunately a number of people still haven't rejoined. These, and the other new members, will be listed in the next newsletter. Already now two members are to be added: Fraser Stronach (Tel 732445) and Bob McCluskie.

FOR SALE

Interested in a Halton Special glider? Contact Alistair Mutch.

And if you want to know whether you are improving or not, Norrie Kerr has a stopwatch for sale: £3.50.

NOSELESS MOSQUITO FLOATS BETTER

On the eleventh of the eleventh the first Thermal Contest of the club took place. Eight people took part and an enjoyable contest ensued. Conditions were marginal however, and due to the non appearance of Mr. P. (who forgot) only one towline was available. After discussion it was decided that each flyer would have 3 tow launches and 2 bungee launches, which arrangement worked reasonably well. The organisation have to be a little bit smoother, however, during the 1980 competitions with 30 or more entrants

Due to the reasonably small turnout it was decided to only award 1 trophy for first place, and keep the other 2 to be flown for later. Our local Flying Dutchman took first place with his noseless Mosquito, but had a good run for his money from John Barnetson. The final scores are below.

Bill Broomfield made a welcome appearance and took 3rd place with his

Telephone List 1980

Jim Anderson.....33601
John Barnetson.....39835
Bill Broomfield.....27155
Peter Chadwick
Graham Donaldson.....46961
Ian Donaldson.....46961
Brian Haston.....Newburgh (966) 287
David Hosie.....24473
Bill Kay
Norrie Kerr.....324722
Jim Love.....39038
Neil Logan.....493011
John McConville.....724498
Jim McCurrach.....40339
Allan Morrison.....722676
Alastair Mutch.....691270
Mike Pirie.....323640
Graham Philip.....875703
Neil Philip.....876703
Peter Rink.....010 49 421-388759
Stan Smith.....Alford(0336) 2063
Mick Star.....Peterhead(0779) 2784
Gordon Taylor.....39075
Teun Van Waart.....874865
Michael Whyte.....323073

Algebra which should need watching next year. John Donald had to leave early and young Michael Whyte showed excellent form once he got the transmitter back from whoever put his Capstan upon the line for him. (Judging by some of the attempts, may be we should have left him to do it himself).

Altogether an excellent afternoon which showed us where to watch for problems and be ready for them at next seasons competitions. To all those who took part, thanks lads, and to everyone else: where were you?

<u>Place</u>	<u>Name</u>	<u>Model</u>	<u>Score</u>
1.	Teun van Waart	Mosquito	1076
2.	John Barnetson	Vortex	1021
3.	Bill Broomefield	Algebra	971
4.	Norrie Kerr	Phoenix	898
5.	John McConville	Vortex	852
6.	Jim Anderson	Yellow	726
7.	Michael Whyte	Elephant Capstan	377

S.A.A. INSURANCE

In case you want to know what you are exactly insured for (and if you think you can read and understand the policy), a copy of the complete public liability policy is available with all three committee members. All you have to do is ask for it.

GET YOUR AGENDA AND READ

Two Tuesday evening competitions are planned at Balmedie in the coming weeks, both just before the S.A.A. competitions on the following Sunday. Your last opportunity to check your trim and to improve your running!

The dates are:

Tuesday 29th April, start at 1830 hrs (entry up to 1900 hrs).

£4.00

Tuesday 3rd June, start at 1900 hrs.

£4.50

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The first competition will be according to the B.A.R.C.S. Open class rules, to familiarize everybody with the rules and scoring method. The second competition will be according to the 100S rules, although any glider can compete.

The entry fee for both competitions is £0.50 and a trophy will be awarded to the winner.

With reference to the 29th April it is to be noted that we have to start in time to fly four, and preferably five slots before darkness. You can enter, however, until 1900 hrs.

In case of doubt whether it's on: Graham and Norrie will know.

In any case, with or without flying, there is a gathering on both days in the Brig Inn at ca. 2100 hrs (or earlier, if you want to). The Brig Inn is located opposite the Don View bar at the Bridge of Don.