

# ADS



## *Aberdeen and District Soarers*

Newsletter No.46

Whitlam Farmhouse  
Newmachar  
Aberdeen

December 1991

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### *Editors Comment*

What? - two newsletters in two months! This must be a new record. Well the committee are anxious that the membership are informed of the new fees before the end of the year. As you will see from the minutes in this issue, it was agreed at the AGM that for next year the fees will remain the same as in 1991, for fees paid before 31 December. This is to allow the treasurer to get off one cheque to the SAA for all members insurance by the 1st January, and insurance cover will be continuous. Any increase in the SAA fees (not yet announced) will be thus subsidised by ADS. Those who pay after the 31 December cutoff date will have to pay at the new increased rate. If you intend to take advantage of this, please get the enclosed form off to the treasurer ASAP. Note the treasurer is now Graham Donaldson, so please don't send it to me.

Wishing you all the best for Christmas and the New Year.

*Richard Holt*

### *Chairman's Report*

Another year almost gone. Looking back over it, it has had its ups and downs - I hope, for most of us, a lot more "ups" than "downs"! We have had some good outings, notably, the Hazlehead Fly-In Weekend, and, at a more social level, the annual Supper Dance was well attended and a very pleasant occasion.

The weather this year has certainly been against us. The rain/high winds always seemed to choose the weekends, or Tuesday evenings! We are still flying from the flat at Nigg, until we get the problem with legalising Seaton again. Whilst fine for power/helicopter flying, - it is not so good for gliding, so we hope to be able to get alternative accommodation for the New Year.

Can I remind everybody of our two winter get togethers at the Cammachmore Hotel. The first evening is a Bring & Buy sale on February 18th - so start raiding your lofts out now. There were some great bargains to be had last year, and we are hoping this year to run it in conjunction with Aberdeen Aeromodellers this year, so there should be even more goodies up for grabs.

The other evening is our Annual Indoor Soar-In on March 24<sup>th</sup>, which is a duration/spot landing competition held in the main lounge of the Cammachmore. This has developed into quite a battle, with many weird and wonderful "creations" being flown. So get

designing and building now, the more attending, the better. Put the dates in your diary now - you wont regret it!

Let me take this opportunity to wish one and all a very Merry Christmas and a prosperous New Year, and may Santa stuff your stockings full of Algebras, ASK's and Kellers!

*Jim Anderson*

### **Committee for 1992**

Chairman/Safety Officer	Jim Anderson 641110	3 Westfield terrace Aberdeen AB2 4RU
Treasurer/Membership	Graham Donaldson 486961	7 Ashgrove Road West Aberdeen AB2 5BB
Secretary	Jim Masson 896794	20 Shieldhill Gardens Altens AB1 4JY
Competition Secretary	Brian Ord 698449	31 Cumming Park Circle Aberdeen AB2 7AE
Social Secretary	Norrie Kerr 324722	55 Raeden Crescent Aberdeen AB2 4YL

### **Programme for 1992**

<i>Date</i>	<i>Place</i>	<i>Event</i>
Feb 18	TBA	Bring & Buy
Feb 22	TBA (on the day)	Slope Fly-In
March 24	Cammachmore	Indoor Comp
March 28	TBA (on the day)	Slope Fly-In
March 29	East Lomond	F3F and fun Aerobatics
March TBA	TBA	Knock X-Country
April 12	Glencraig	Open & 100s % Slot
April 19	Fourdon	
April 26	Glencraig	Soaring Test Day
May 10	TBA	Open & 100s % Slot
May 16/17	TBA (on the day)	ADS Slope Weekend
May 17	TBA	Elgin X-Country
May 23/24/25	Goosedale	Radioglide 92
June 6/7	Hazlehead	ADS Fun Fly & Open % Slot
June 14	Glencraig	Open & 100s % Slot
June 13/14	Rivington Pike	Slopeglide 92
June TBA	Montrose	Montrose
July 4/5	Hazlehead	Bon-Accord
Aug 15/16	Pittrievie	Scottish Soaring Nationals
Aug TBA	TBA	Bar-B-Q Soar-In
Sept TBA	Loch Insch	Splash-In
Sept 20	TBA	Open & 100s % Slot
Sept 27	TBA	Taylor Trophy
Sept TBA	Aboyne?	Scale Comp and Soar-In
Oct 3/4	East Lomond	Scottish X-Country

*Also there should be an International Postal Challenge in April and September*

*Contact Brian Ord for further details on any of the above dates.*

**AGM Minutes****MINUTES OF ANNUAL GENERAL MEETING****ABERDEEN DISTRICT SOARERS****12 NOVEMBER 1991****AGENDA**

1. Apologies for Absence
2. Chairmans Report
3. Secretaries Report
4. Treasurers Report
5. S.A.A. Reps Report
6. Election of Office Bearers
7. Annual Subscriptions
8. Next Years Calendar
9. Any Other Business

1. Chairman, Jim Anderson apologized for his absence due to commitments of work. A total of 15 members were present.
2. A written report produced by Jim Anderson was read out at the meeting and is as follows;

*It seems this year more than any other I can remember the weather has conspired to keep us away from flying, both at weekends and especially on Tuesday evenings. However on the outings which have managed, everyone had fun - lots of it, which is the main point of flying!*

*There were several memorable evenings, probably none less than the one which I missed ( I was making unsuccessful attempts at flying no wind at Cairn O Mount) I of course refer to the valiant attempt by Alan Stewart to demolish one of the high rise*

*flats at Seaton! It has unfortunately led to a (hopefully temporary) swift exit from Seaton, down to the tried and tested Nigg Bay site. We do hope to be able to get back to Seaton, after negotiations have been completed with Aberdeen District Council.*

*Seriously, it does raise the issue of safety. We must as a club, take extreme care, as what we perceive to be a minor issue, can be blown out of proportion by the public, the authorities, and if it ever gets that far, the media. Furthermore, it does point out that flying near to built up areas on a regular basis will inevitably lead to some accidents affecting the public. We must very actively look for a flying field which is;*

- a. Near a town and b. not near built up areas.

*Those of you who missed the Dinner Dance this year, well, what can I say, you missed a very, very, pleasant evening which everyone enjoyed thoroughly. Thanks to the Cammachmore Hotel for an pleasant meal ( the full works this year!), and thanks to Ian and Lorna of GTI Models who donated so many prizes for the raffle.*

*We now have a set of radio control equipment. Donated to the club by the SAA and we also have the aircraft, which was bought by the club this year.*

*Our Mid Summer Hazlehead weekend this year was a great success again, with some memorable flying, and one memorable crash! (Thanks!!-Andy). It seems as though we have a good format for this event.*

*On receiving the latest SAA newsletter, shortly before making these notes, I was quite shocked to read a vitriolic personal attack on various individuals, who I am not familiar with, by the ex. lowland area secretary (who I also do not know). I certainly do not feel that this is the sort of stuff we wish to read in a newsletter (it may even be libellous (again - I do not know)).*

*I have made my own feelings known to the SAA newsletter Editor, David Speirs, putting it to him that, whilst I appreciate how difficult it is to obtain material for newsletters we must stick to the Hobby - ie Aeromodelling, and not internal rankling or politics.*

*In closing, may I take the opportunity to thank my fellow committee members for their work through the season, especially Richard Holt for his work on the newsletter and Andy Thoires*

*for their services on the committee over the past three years.*

3. Andy Thoires reported that he would be standing down from the committee as his three year stint was complete. He thanked all club members who helped with the Hazelhead event in the summer. Next years event has been arranged for the 6th and 7th of June. A couple of other future dates are the Helicopter Nationals on the 13th and 14th of June and the Bon-Accord on the 4th and 5th of July.

As a result of a potentially serious accident at Seaton, we have to re-apply to Aberdeen District Council for permission to use this site. This was agreed by the committee and the application has been made. All members are asked not to use Seaton until this matter has been resolved. We do have permission to use Nigg so members are asked to use this site until further notice.

4. Richard Holt said that he was standing down from committee duties but he would, if asked, continue as newsletter editor. He went on to say that the club funds were healthy and the most of the events were self-supporting. For next years fees he suggested that they be fixed after the AGM to enable members to pay in advance. Payment to the S.A.A could then be made promptly before the 1st January deadline. Any member paying after that date would pay a higher premium.

Dave Norris proposed acceptance of the Treasurer's report and was seconded by Alan Stewart.

5. Graham Philip was asked to give a short report of the S.A.A. Northern area AGM held at Montrose on Saturday the 10th November.

Graham reported that representatives from Aberdeen Aeromodellers, A.D.S and the Montrose club attended. He agreed with Jim Anderson the last S.A.A newsletter was not up to the standard we would expect and that a letter should be sent to the S.A.A. The Northern Area Committee was voted to stay the same as last year. Gerry Marchbanks, the S.A.A chairman, attended the meeting. Complaints and suggestions were passed on to him to be acted on.

6. Due to the standing down of Andy Thoires and Richard Holt two posts were open to election. Graham Donaldson was proposed by Dave Norris and seconded by Jim Anderson. Norrie Kerr was proposed by Richard Holt and seconded by Brian Ord. There were no other nominations.
7. It was decided after the Treasurer's report to fix the subscription at last years level (£6.00 Adults £3 Junior).
8. Along with the Hazelhead flying, Brian Ord proposed holding a two day slope event with Fly for Fun and scale competitions. He also proposed holding the very successful barbecue again. Dave Norris suggested the club hold a full size glider day for A.D.S members.
9. Brian Ord reported that he has been made aware of a farmer who owned a large field and had made approaches to join the club. He would pursue further to find out if it could be used as a club field.

Graham Philip raised the matter of safety. All members' models over the 7kg C.A.A limit must have an exemption certificate.

Checks should also be made periodically that flyers have valid third party insurance.

Alan Stewart put forward a proposal that a Standing Order mandate be set up for club subscriptions. This is to be investigated further by the new committee.

*Prepared by Andy Thoirs.*

*Typed by Heather Thoirs!*

## ADS Accounts 1991

### Treasurers Report

12 November, 1991

Accounts for Period 14/11/90 to 11/11/91

Income	Fees - ADS	245.00	
	Fees - SAA	370.00	
	B&B Sale Commission	22.56	
	B&B Sale Raffle	30.00	
	Indoor comp fees	7.25	
	ADS Fly-In (profit)	18.97	
	Dinner Dance (profit)	10.05	
	Interest (deposit account)	10.11	
	TL Van Wart	10.00	
<b>TOTAL</b>	<b>723.94</b>	<b>723.94</b>	

Expenditure	Fees - SAA	370.00	
	Sandwiches (13/11/90)	20.00	
	Sandwiches (19/02/91)	20.00	
	Sandwiches (25/03/91)	24.00	
	Trophies	10.00	
	Video	14.45	
	Winch Battery	34.95	
	Stamps/Stationary	33.16	
<b>TOTAL</b>	<b>526.56</b>	<b>526.56</b>	

**PROFIT ON YEAR** **197.38**

Club Funds	14/11/90	11/11/91	
Deposit Account:-	257.18	217.29	
Current Account:-	12.14	182.19	
Cash:-	21.43	88.65	
	<b>290.75</b>	<b>488.13</b>	<b>197.38</b>

*Richard J Holt Treasurer 1990*

## Letter from Brian Sharp

I have recently recieved an invitation for Scots fliers to participate in the next "Viking Trophy" race. This event is to be held in the Stavanger area of Norway from the 4th - 8th Sept 1992. The event will be run to the current FAI F3f rules and will be open to individuals and three man "National" teams.

As to the costs involved:

The entry fee will be 35.00 per person. Accomodation for the duration of the event will cost in the region of 180.00 at todays exchange rate. The ferry costs for 1992 are not yet available but I have made an estimate based on 1991 figures. If a car with three fliers were to travel to this event I would estimate that the cost per person for entry, accomodation and travel would be in the region of 400.00. Should ferry dates not coenside with the dates of the event, then additional costs would be incurred for accomodation.

It may well be that the S.A.A. would be prepared to make a grant to a Scottish team, which would help to defray the costs.

If any of your club members are at all interested in competing in this event, please phone me as soon as possible.

## British Electric Flight Association

Dear Modeller,

You are cordially invited to join the British Electric Flight Association which has recently been formed to further, encourage and represent the interests of all forms of Electric Flight in the British Isles. Membership is open to all those over the age of eight years upon payment of the Annual subscription. Two classes of membership are available:

**FULL MEMBERSHIP**, which entitles you to all benefits of the Association. To become a Full Member, you **MUST** provide your BMFA (SMAE) membership number (or equivalent) when you apply for membership. **NOTE:** if you do not provide a BMFA membership number when you apply for membership, you will automatically be registered as an Associate member.

**ASSOCIATE MEMBERSHIP**, which entitles you to all benefits of the Association **EXCEPT** that you will **NOT** be allowed to fly at, or in, our events and will not be eligible to participate in the organisation of the Association. Neither will you be permitted to vote at any meeting.

**BY JOINING YOU WILL:**

- Receive Electric Flight U.K., The Association's regular newsletter.
- Receive Membership Card and Model Sticker.
- Enjoy use of our Technical Enquiry service.
- Be able to participate in Association Meetings and Fly-Ins.
- Be able to take part in Postal Competitions.

**ITEMS PLANNED FOR THE FUTURE INCLUDE:**

- New Fun Fly and Competition classes.
- Electric Flight Workshop Events.
- We hope to be able to put members in touch with other members who share interests and live in the same area.

One year's membership runs from 1st April to 31st March of the following year and costs £8.00. A reduction of 50% is applicable to those under the age of 18 at date of joining. There is no reduction for Associate membership. If you join after October 31st, then only 50% of the fee is payable for that year.

On receipt of your completed application form and fee, you will normally be sent your membership card and model sticker immediately. The next available issue of the magazine will be sent to you as soon as it is published. This will contain details of how to obtain back-numbers, details of our technical enquiry service and other pertinent information. Currently, four issues of the magazine per year are published.

Please send your completed application form, along with your cheque or postal order (made payable to "British Electric Flight Association") to Bob Mahoney, our Membership Secretary at the following address:-

The Membership Secretary,  
B.E.F.A.  
123 Lane End Road,  
High Wycombe,  
Bucks.  
HP12 4HF

### FOREIGN RATES

EUROPE: £10.00  
REST OF WORLD: £11.00

WE REGRET THERE IS NO REDUCTION FOR FOREIGN JUNIORS.

PROVISION OF PROOF OF MEMBERSHIP OF YOUR OWN RECOGNISED NATIONAL BODY FOR AEROMODELLING IS ACCEPTABLE IN LIEU OF BMFA NUMBER IF YOU WISH TO APPLY FOR FULL MEMBERSHIP.

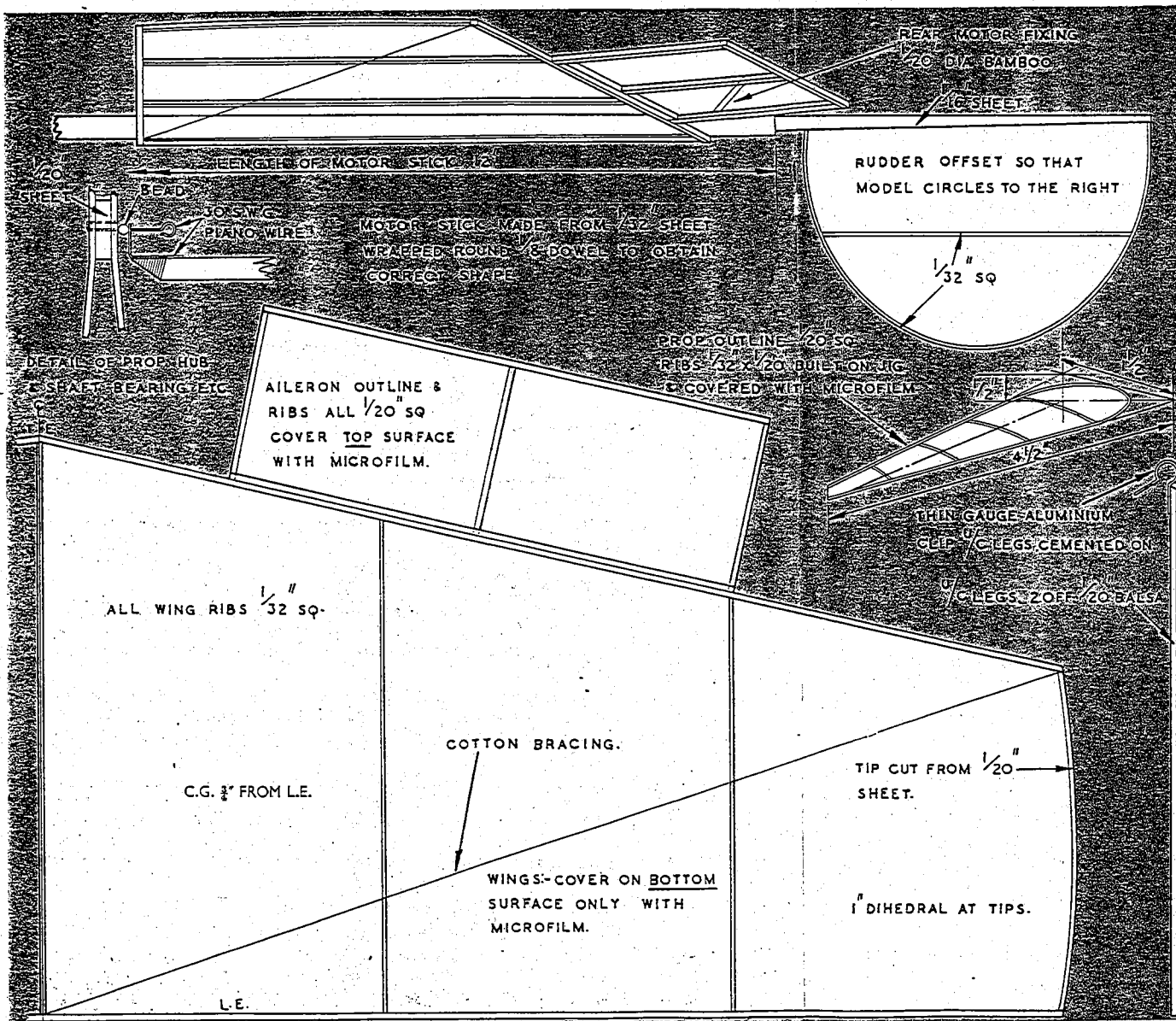
An Idea for the Indoor Comp. (without the prop.)/!

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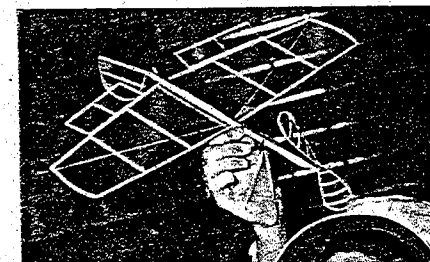
AEROMELLER April, 1950

April, 1950 AEROMELLER

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WAFFLE BRITISH RECORD HOLDING INDOOR TAILLESS MODEL



By M. THOMAS

18 years of age . . . engineering draughtsman by profession . . . member of Oldham & District M.A.C. . . . interested in Art . . . an all rounder at aeromodelling with a preference for gliders.



WING plan shape is the first consideration in the designing of a model of this type. Many different shapes have been tried—swept-back wing, swept-back L.E., D shape, flying plank, and swept forward T.E. This latter has proved most successful to date. Washout, of course, varies with the C.G. and the wing section. This section should be one with very little C.P. movement, and if a single surface wing is to be used, it will have to be a flat plate. If a curved, single surface airfoil is used, the model will tend to do an inside loop onto the floor! To counteract any mushing or stalling tendencies, the motor stick is above the wing, thereby raising the thrust line above the wing.

CONSTRUCTION

**Motor Stick:** This is made from 1/32 in. sheet, sanded down. After soaking in water, bend round a 3/16 in. dia. dowel, bind with bandage, and place in the oven. When it is taken out, it will retain its shape, and can be cemented down the seam. A small paper tube, cemented at the rear end of the stick forms the fixing for the fin boom.

**Propeller:** The prop shaft and bearing are bent from 30 s.w.g. piano wire, the bearing wire being bound and cemented to the motor stick. A small bead forms the bearing. The prop is made from 1/20 in. sq. outline, with 1/32 in. sheet ribs cut by a template to a thickness of 1/20 in. It is made on a wooden jig, and covered with microfilm on one side.

**Wing:** The wing construction is very simple, consisting of a 1/20 in. sq. outline, with 1/32 in. sq. ribs. The tips are cut from 1/20 in. sheet cut by a template. To stop the wing warping in flight it is necessary to brace it with fine cotton as shown in the plan. The wing is then covered with microfilm on the under side, and then the motor stick is cemented onto the top of the wing.

**Ailerons:** These are also made of 1/20 in. sq. and covered with microfilm on the top surface, and then cemented to the T.E. of the wing, in the position shown on the plan.

**Fin:** This is made from 1/32 in. sq., with one 1/32 in. sq. rib. The fin is built directly onto the 1/16 in. sheet boom and then covered on one surface with microfilm.

**Undercarriage:** The undercarriage which was used for R.O.G. flights was built of two 1/20 in. sq. balsa legs, bound and cemented to a piece of very thin sheet aluminium, which clips over the motor stick. This can be used for adjusting the C.G. by moving it up or down the motor stick.

**Trimming:** The ailerons and fin are adjusted till a steady circle of six feet dia. is obtained. The model is very stable in flight, and holds the British records for R.O.G. and H.L. and consistently turns in from 1 min. 10 secs. to 1 min. 25 secs.