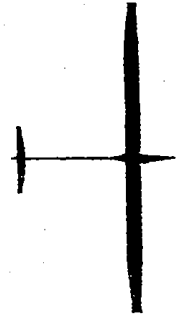


ADS



Aberdeen and District Soarers

Newsletter No 48

November 1992

Whitlam Farmhouse
Newmachar
Aberdeen

CHAIRMAN'S REPORT

The newly appointed committee met last week, and for my sins, I now find myself your chairman for this year. First of all I would like to thank the outgoing committee members for their help and commitment over the past year, and to welcome the three new members for this year. As you will see later in this newsletter, which has largely a business theme, we have organised a number of events for 1993. We look forward to seeing as many members as possible at each event. We hope the winter indoor evenings materialise. Once we have a venue fixed, we will let you know. Meantime get your R.T.P. models ready (see page 5).

You will note that we have decided to raise the club fee to £8.00. Assuming the SAA fee remains at £12.00, the total due will be £20.00. Once again in order to encourage early payment of fees, we intend to hold the SAA fee to £12.00 even if it rises, for those paying before 15th December. You will find with this newsletter an application form for 1993. Please send this together with your payment to **Mike Pirie**. Remember that your 1992 insurance expires on the 31st December, to ensure continuity of cover, The SAA should receive payment on or before that date.

Meantime, keep in touch with the committee and enjoy your weekend winter flying - we've had some great winter days in past years.

Graham Donaldson

MINUTE of A G M - Cammachmore 10th November 1992

AGENDA

1. Apologies for absence
2. Chairman's Report
3. Secretary's Report
4. Treasurer's Report
5. S.A.A. Report
6. Election of Office Bearers
7. Annual subscription
8. Next year's calendar
9. A.O.C.B.

MINUTE

1. Apologies were received from Jim Masson, Richard Holt, Ian Cowieson and Doug Bain.
2. Jim Anderson briefly reviewed the year's club activities. Once again the weather hampered a lot of our regular flying. However on the plus side a good number of new younger members have joined and have been enthusiastically learning to fly.

The new site at Calder Park has proved to be a satisfactory location for our Tuesday evening and occasional weekend flying. We must, however, be on the lookout for a larger field for our exclusive use - has anyone any ideas? If you have, please let your committee know. Information on new hills suitable for slope soaring would also be appreciated.

Jim stressed that *SAFE FLYING* must always be our aim. If powered aircraft are used at Calder Park, effective silencing *MUST* be used.

We were reminded about the Dinner/Dance on the 13th, and that a winter programme including the usual 'Bring and Buy' and 'Indoor Competition' would be held. There is even talk of regular winter meetings - more later.

Jim concluded his remarks by thanking the retiring committee members for their efforts and also to Richard Holt for the Newsletter.

3. No report was available from the Secretary.
4. Graham Donaldson distributed the club accounts. Club funds are in a healthy state. A copy is included in the Newsletter.

5. Graham Philip reported on the Northern Area SAA AGM. There was a good turnout for what proved to be a useful meeting. Additional RC gear is available to those clubs able to justify the need in relation to training of new flyers. A number of dates for 1993 have been arranged and we were reminded that the SAA AGM is on 6th December.
6. Jim Masson and Jim Anderson retire this year by rotation from the committee. Norrie Kerr intimated that he wished to stand down. A number of nominations were made from the floor to fill the three vacant places. These were as follows :-

| | | |
|----------------|--------------------|------------------------|
| Bill Sherriffs | nominated by B Ord | seconded by J Anderson |
| Mike Pirie | N Kerr | G Philip |
| Mike Duthie | A Stewart | J Anderson |
| Doug Patterson | N Kerr | M Satterley |
| Gerry Mitchell | Mike Pirie | B Ord |

A vote followed, and the results were as follows :-

| | |
|-------------|----|
| W Sherriffs | 15 |
| M Pirie | 15 |
| M Duthie | 9 |
| D Patterson | 7 |
| G Mitchell | 5 |

The two Mikes and Bill were therefore duly elected to serve on the committee.

7. G Philip reported that it was more than likely that the SAA fees for 1993 would remain at £12.00. B Ord suggested that the ADS fee be increased with the objective of building a fund which would be available for future club development i.e. purchase or rent of permanent flying field. This idea was rejected by the majority, it being felt that in the event of a field becoming available, an EGM could be convened to discuss the matter. It was agreed that the fee be increased to £8 with juniors remaining at £3.
8. The following dates have been arranged to date for next year :-

| | |
|----------|---|
| 8/9 May | Powered glider event (electric, tug, winch etc) |
| 23 May | Montrose Fly-in |
| 5/6 June | Power Nationals |
| 6 June | Seaplane event - Monikie Country Park |
| 25 July | Seaplane event - Monikie Country Park |
| 3/4 July | Bon Accord |

ADS dates are listed later in this newsletter.

9. Mike Duthie suggested that a regular Tuesday winter evening meeting be held and that Electric Round the Pole (RTP) racing be tried. He will

prepare a report describing the system for the newsletter. Other suggestions for such an evening included help and advice on modelling techniques. Mike also generously offered the club use of an engine should the club decide to purchase and build a tug.

Norrie Kerr suggested that a 'Flinger' type of league event be held on Tuesday evenings. Jim Anderson will make a copy of the plan available to any club member FOC.

It was agreed that the club constitution be detailed in a future newsletter

The committee is to consider the cut-off age of junior members.

Brian Ord agreed to advise Graham Philip of the numbers of stopwatches available with a view to SAA providing more.

An inventory of club equipment was to be taken. An addition 12v battery was to be purchased for the winch.

Accounts for period - 12/11/91 to 10/11/92

Income

| | |
|-----------------------|--------|
| Fees - ADS | 285.00 |
| Fees - SAA | 495.00 |
| Bring & Buy | 34.85 |
| Sticker Sales | 3.90 |
| Indoor Comp fees | 20.20 |
| Fly - in at Hazelhead | 67.29 |
| Bank Interest | 25.47 |
| Bank Error | 12.00 |

| | | |
|--------------|---------------|---------------|
| TOTAL | 943.71 | 943.71 |
|--------------|---------------|---------------|

Expenditure

| | |
|-----------------------------|--------|
| Fees - SAA | 483.00 |
| Stationary/ Postage | 67.08 |
| Sandwiches (12/11/91) | 15.00 |
| Sandwiches (18/2/92) | 40.00 |
| Sandwiches (24/3/92) | 16.00 |
| Sandwiches (16/7/92) | 25.00 |
| Prizes - Indoor Comp | 15.75 |
| Trophies - Hazelhead Fly-in | 30.00 |
| Fly-in refreshments | 7.10 |
| Video - AGM Raffle | 11.49 |

| | | |
|--------------|---------------|---------------|
| TOTAL | 710.42 | 710.42 |
|--------------|---------------|---------------|

| | | |
|------------------------|--|---------------|
| PROFIT FOR YEAR | | 233.29 |
|------------------------|--|---------------|

Club Funds

| | | |
|--------------------|-----------------|-----------------|
| | 11/11/91 | 10/11/92 |
| Treasurers Account | | 727.25 |
| Current Account | 182.19 | |
| Deposit Account | 267.29 | |
| Cash | 88.65 | 44.17 |
| | 538.13 | 771.42 |

233.2

1993 CALENDAR

| | |
|----------------|--|
| 16th Feb | Bring and Buy, Cammachmore |
| 20th Feb | Slope 'Fly-in' |
| 23rd Mar | Indoor Competition - venue to be advised |
| 27th Mar | Alternative date for slope 'Fly-in' |
| 4th April | Knock X-country |
| 18th April | F3F slope event |
| 8/9th May | Stonehaven power assisted glider event (winches, tugs, electric etc) |
| 15/16th May | ADS slope weekend |
| 23rd May | Montrose 'Fly-in' |
| 29/30/31st May | Radioglide at Pitreivie |
| 5/6th June | ADS Hazelhead weekend (incl 100s & open to BARCS rule Sunday) |
| 3/4th July | Bon Accord |
| 31st July | Neil Masson & Pauline Kerr tie the knot !!! |
| 31/1st Aug | Scottish Glider Nationals at Pitreivie |
| Aug | ADS barbecue |
| 4/5th Sept | Scottish 2 day X-country - venue to be advised |
| Sept | F3B/Sportsman glider event (Hazelhead?) |
| 29th Oct | Annual Dinner/Dance - Cammachmore |
| 9th Nov | AGM |

ADS COMMITTEE MEMBERS 1993

| | |
|--|-----------------|
| Chairman :- Graham Donaldson | Tel. 486961 |
| Membership Secretary / Treasurer :- Mike Pirie | Tel. 323640 |
| Secretary :- Michael Duthie :- | Tel. 648739 |
| Competition Secretary :- Brian Ord | Tel. 698449 |
| Social Secretary :- Bill Sherriff | Tel. 06517 2590 |

ELECTRIC R.T.P. (Round the Pole) MODEL FLYING

In the non-flying winter months, it has been suggested that the club start some indoor R.T.P. flying. Mike Duthie stated when he introduced the subject at the AGM that it was great fun and relatively inexpensive. A brief summary of what is involved follows.

Electric R.T.P. flying provides a means of flying all types of model aircraft within the confines of a back garden, hall, gymnasium, club house or even the living room. The system is completely versatile in that the basic pole (usually half to a metre high), power unit and control equipment can be used to fly models varying from simple 12" span up to 40" multi engines, all within a precisely controlled area.

The system is quiet, clean, pollution free and suitable for modelling enthusiasts of all ages. Model types can be designed and built or adapted to return any design performance.

As with most forms of aero-modelling, the main restriction on performance is determined by individual modelling skill and piloting technique. Most of the models in this type of flying are sufficiently tough to withstand mid-air collisions and resultant crashes.

Basically the system consists of freely revolving contacts from which fine insulated flying wires tether the aircraft. These wires carry the electric power supply to the model. Each model is fitted with a 12 volt D/C motor. The contacts on the pole are in turn connected to a low voltage power source, normally a transformer. This voltage is controlled by a handheld speed controller which allows power to the motor to be varied over a wide speed range. It is by carefully gauged power alterations that the model can be made to take off and perform airborne manoeuvres under complete (????!! ed) control.

Effective control by this method demands considerable skill from the pilot especially when the model is being flown competitively or through aerobatics.

R.T.P. flying can be operated outdoors as well as indoors and flying line lengths can vary from 2m to 6m. Obviously the weather plays a large part in outdoor flying with excessive winds speeds limiting flying to shorter lines.

Basic flying is as follows :-

Place the model on the ground with the wires taut and the speed controller is depressed to maximum. As soon as the model is airborne, power must be reduced to avoid too steep a climbout. A steady flight circuit should be aimed for with the model at a constant altitude. Flying at varying heights is done by using more or less power from the speed controller. altitude is gained initially by carefully bending up the elevator, but practise and experience with trim will allow the pilot to make controlled flights.

Dual Model Competition

The object is to race the models at high speed and overtake once. When this is done the passing aircraft is the winner.

Aircraft start on the ground, 180 degrees apart. At a signal, both aircraft start and when achieving level flight, aircraft A tries to catch aircraft B and vice versa.

When one aircraft has finally caught up with the other , it must pass over or under the other to win.

Any model which fails to complete 10 consecutive laps (unless passing has taken place) is automatically disqualified.

Any club member wishing to know more about R.T.P. flying should contact Mike Duthie on 648739 (anytime).

FREE FLIGHT, VINTAGE and INDOOR

Imagine the scene - a flat calm has descended over the airfield, the winch battery has gone flat and the tow-ers are all exhausted. It's a lovely evening and still plenty of light left, so what can you do? - well, how about getting out that free flyer from the back of your car - just the job!

Many of you might think that free flight models, because they are flying free, tend to fly off and you spend half your time chasing them. Well occasionally they do fly off but the vast majority of flights take place well within the confines of the flying field. Calm or light wind conditions are ideal and, with careful trimming the model can be set to circle during the flight so that it never flies too far away from you, and if you'r lucky (or very clever) it might land at your feet.

How often does the right weather conditions arise in this breezy climate of ours? Well surprisingly, the answer is quite often. Generally early mornings and evenings provide the best opportunity but during the summer there's usually plenty fine days to take advantage of.

Now this is all very well, but how many of you have actually got a free flight model. I suspect that for many of you this aspect of modelling is a thing of the past and that for some of the younger modellers the pleasures of free flight modelling has never been experienced, having been tempted straight into radio control by the glamour of high tech and modern materials.

Besides being a very expensive way of getting started in aeromodelling, it is possible that this type of model fails to provide the introduction to aeromodelling that the beginner requires. What the beginner needs is a cheap, simple, non-sophisticated model which is easy to build (and repair) and which will teach him/her the rudiments of aero-dynamic principles. A free flight model does all of those things. I wonder how many young modellers have been discouraged and perhaps lost from the hobby all because they have started with too sophisticated a model.

Free flight models offer one main advantage over radio models - weight. As they are not subject to the same stresses and strains as R/C models and do not have to carry weighty batteries etc, they are generally built to be as light as possible. Open

framework structures are generally used, the coverings are usually the traditional tissue and dope or a light-weight heat-shrink covering such as Litespan.

There are some interesting knock-on effects which result from building light:

- 1) cheap to build
- 2) easy to repair
- 3) low wing loadings resulting in better performance
- 4) minimal crash damage
- 5) scale speeds more easily achieved

Another attraction is that because they are quick and easy to build, you can build more models!

Interest in this side of aero modelling, although apparently low in our area, is thriving in other parts of the country. Aeromodeller magazine runs articles on all aspects of free flight models including gliding, rubber, power, vintage and indoor.

Speaking about indoor, judging by the interest generated by the Club's annual indoor meet at the Cammachmore, and the excellent quality of some of the models brought along, it would appear that there is some budding indoor modellers just dying to get in some ten minute flights with their Easy Bees. Fortunately there are moves afoot at the moment, to find suitable indoor premises for the purpose of holding winter Tuesday evening meets. The intention is to have available, some-sort of indoor facility during the winter months to cater for various indoor interests such as indoor flying, round-the-pole flying (RTP) and possible talks or demonstrations. Let's hope this gets off the ground!

Well that's all I have to say about free fighting for the moment. I hope that I have provided some encouragement for some of you to have a go and build that free flight model to have handy in the back of your car.

P.S. It's time somebody gave my Senator a run for its money!

M.A.Pirie

No room for any more.. The club Constitution will be published in the next newsletter together with some of the articles you are writing and about to send to Richard Holt , our editor. In his absence, your chairman has tried to fill a gap this time. Hopefully Richard will manage to get the next tome together before too long. **But we do need articles from YOU if the newsletter is to appear regularly**

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