

ADS



Aberdeen and District Soarers

NEWSLETTER NO. 55
AUGUST 1994

98 FOREST PARK
STONEHAVEN
KINCARDINESHIRE

CHAIRMAN'S REPORT

So far this year we have just about achieved our aim to produce newsletters at three monthly intervals. At times it seemed an almost impossible target to reach. The number of contributors is dwindling. Unless the editor receives copy - reports, reviews, amusing anecdotes, cartoons etc, he cannot produce an interesting edition. We therefore need your help now. This has been a major problem this year. However this August edition is catching up on some bits and pieces that should have appeared much earlier. Please take this request to heart and sit down and put pen to paper - long or short, it doesn't matter. The editor will even correct your grammar and spelling.

After a poor start to the year, we've recently enjoyed some magnificent weather. Unfortunately this improvement has been during the holiday period when many members are away. However we have enjoyed some warm, even windless, Tuesday evenings. This year we do not seem to have attracted many new faces - we'll just have to make do with the old ones!

Our next event is our barbeque - the date is 21st August. Hope you can manage. Again, we hope to have a great day of weather and glider flying of all types. Make it a date.

SCOTTISH AEROMODELLERS ASSOCIATION GOLDEN JUBILEE

Those of you who have not already received one, will find enclosed, a tie pin compliments of the S.A.A. in commemoration of their golden jubilee - their 50th anniversary.

CALDER PARK

A reminder of the rules which were originally laid down when access was first given to Calder Park is given below. Members, new members in particular, are asked to take careful note of these guide-lines and to make every effort to obey them at all times.

1. Frequency control to be operated at all times.
2. Launching to take place within field boundary.
3. No club member or spectator to be in front of aircraft at launch.
4. Safety Officer to locate pilot's pound from which all flying after launch will take place.
5. All landings to be within designated zone.
6. No landing approach over public highway, pilot pound, launch area or spectators.
7. Flying to keep clear of transmitter station, transmission lines and adjacent buildings.

A note about noise:

Since we started using Calder Park with Aberdeen District Council's permission, we as a club have allowed power models to be flown. As a considerable number of us own such models, we would wish to continue to use the field for both silent and powered flight. It is the committee's intention to continue to allow powered flight. However Tuesday evenings are intended for glider flying, and power planes should only be flown once gliding operations have stopped for the night.

Excessive noise is to be avoided at all times. All engines should be fitted with effective silencers and pilots are reminded that full throttle is not necessary for the duration of the flight!

We do not wish to prohibit power flying. However in this day and age, it is so easy for flying to be banned because of noise nuisance. WE DO NOT WISH THIS TO HAPPEN AT CALDER. Please, therefore, fly as quietly as possible.

Non club members have in the past used the field. If any member is aware of non members flying and creating excessive noise, the committee would appreciate a report.

SAA SAFETY AWARDS

This season's successes to date:

Graham Donaldson	Bronze Thermal
Tom Bartlett	Bronze Thermal
Mike Pirie	Bronze R/C Sport

Remember that the official examiners in our club, are John McConville and Andy Thoires. Prepare for the test as thoroughly as you can then just contact any one of them to arrange a time.

INDOOR SCENE

Dates have been set for next season's indoor sessions and are given below.

Monday 10th October, 1994

- " 14th November, 1994
- " 12th December, 1994
- " 9th January, 1995
- " 13th February, 1995
- " 13th March, 1995
- " 10th April, 1995

A programme of events for the indoor meets will be discussed later in the year, but you will be kept informed. I am hoping that we will be able to fit in a rubber duration comp as well as the now traditional glider one. So better have those penny planes ready! If anyone is interested, I have the rib template and propeller jig available for borrowing.

Just the other day, I happened to come across a ditty I had written, obviously in a state of great excitement just after the first indoor meeting a year past november, when my micro-filmed model actually flew. When I read it again I thought it was quite good in that seemed to capture the excitement of the event (for me anyway). So here it is:

FLIGHT OF THE EASY BEE

The component parts are carefully assembled and the Easy Bee is set on its stand ready for action. A number of curious club members stop for a closer look at this strange animaldon't breathe on it pleaseno, don't sneeze that way!I thought these things had built up propellers - come on, first model you know, took me two months to build as it was!no, it's not covered in clear solarfilm!where do you buy this microfilm - what, you've to make the stuff?

The time has come for its maiden flight. Don't like an audience for first flights, but not much option this time. The nine inch loop of 0.040 rubber is given 400 turns and attached to the stick. What nowa voice from behind says hold it up high and don't throw - just let go. I let go. It flies! It holds its height, gently flying in a large lazy circle. Heads for the wallthis must be the end, but noit gently bounces off, turns around and carries on flying. A few catches and coaxes follow until it finally lands softly on the floor.

Let's do it again! Bit more left rudder and a few more winds on the motor. With a smaller turning circle and fewer collisions with the furniture, a 59 second duration is returned.

OK one more. Ian's winding up the motor already. Bother, prop shaft's come out of the hangar. Fiddly job to get it back in. Good job I wear glasses. That's it. A small adjustment to the front wing post to increase wing incidence slightly. And awaythis time it's climbingmeets the ceiling and bobs about in and out the lightsslowly descendslands 98 seconds after launch.

The Easy Bee is disassembled and packed away in its box. Taken home in one piece - microfilm still intact!

Amazing!

M.A.P.

HAZLEHEAD GLIDE-IN.

As the previous years format was so successful it was continued to this years event. Saturday's weather was bright enough but with quite a stiff breeze blowing. Numbers were down on last year even with adverts in the local and modelling press. All manner of things were got up to on the Saturday including a barbecue, helicopters, aero - towing

As usual at these events Graham Donaldson gives us all a great display. In previous years we have had the epic flight of the Mirage Ducted fan model. This year we had a double act - Graham and Jim's impersonation of nesting crows. Thankfully neither of the models caught fire or the fire brigade would have had to have given us the full works instead of only putting up a ladder (see below).



The club trainer was again put to good use during the day with several potential glider guiders having a stir of the sticks. I think there is almost unanimous agreement throughout the club that the trainer was a good investment (albeit only a ten pounds one!)

The Saturday has become more of a power day with gliding slots rather than the other way round, but I believe it is best to let people do what they want to do.

The Sunday was given over wholly to the Open and 100" Gliding competitions. Again numbers were down on last year even though five people had taken the trouble to come up from down south. It shows up poorly for our club if almost half the field are external!

The event got off to a bad start when Brian Sharp pranged his Calypso from a great height off the line (you will buy these cheap and cheerful transmitters Brian!). I hope everything goes all right with the new one. Andy Lewis showed everyone how to fly a Thermal Comp but was unfortunate to break a wing tip of his Montana Glider on landing. The attrition rate of models was high due to the stiff breeze and the concrete like field. By the end of the day several models were sporting taped up noses.

The competition the results were as follows:

Open (at the end of three rounds)

- 1 - Andy Lewis
- 2 - Alistair Hunter
- 3 - Andy Thoires
- 4 - Dave Curry
- 5 - Brian Ord
- 6 - Simon Warren
- 7 - Dave Hunter
- 8 - Jim Masson
- 9 - Norrie Kerr
- 10 - Tom Bartlett
- 11 - Graham Donaldson

After the fly-off the places were

- 1st Andy Lewis
- 2nd Dave Curry
- 3rd Andy Thoires

The 100" competition became a sort of mix and match affair because of the low turn out. (you need at least 12 competitors to set up a proper matrix)

- 1st Andy Thoires
- 2nd Dave Hunter
- 3rd Alastair Hunter

I think the most memorable event of the day was the ENORMOUS thermal which Tom Bartlett's Algebra managed to catch. Getting up to a speck in the sky I think the biggest problem was a sore neck and getting it back down again down in one piece!

For Sale

A.T.

Futaba "Gold" Transmitter 7 channel with mixers and dual rates, complete with Ni-cad
Ideal as a second transmitter (will work with all Futaba/JR/Hi-tech systems)

price £70

Gold Cloud 100" glider (the one with the red and white wings)
Only selling this one as I have another one now with spoilers.

Price £40

Phone Andy Thoires on 0224 712008

TRANSMITTER SAFETY

Please take note of the following recent FAI ruling:

"The transmitter frequency must be displayed on the outside of the transmitter or plug-in module or frequency switch. Also, frequency synthesised transmitters must be designed to display or change the programmed frequency prior to and without transmission"

NEW GLIDERS

Chris Harper	Aquila
Bill Stark	Fantasia (Balsa Cabin)
Bill Sherriffs	Middle Phase (Chris Foss)
Alan Stewart	K8 - 1/4 scale

NEW MEMBERS

John McGrath	Gentle Lady
Paul Johnson	Impala
Craig Mitchell	
Keith Donaldson	Rookie (with power pod)
John Barnetson	Condor

NEW BABY

A radio controlled stork delivered a bouncing baby girl to Andy and Heather on the 2nd of June. She has been named Natalie and everybody doing well.

CLUB BITS & PIECES

Stickers:

Club Stickers are again available at the knock down price of 30p each (small size only). Stick one on your plane!

Club Sportswear:

Sweatshirts - Poly/cotton raglan sleeve crew neck
small, medium, large, extra large, XXL £12.00

Polo shirts - Poly/cotton with knitted collar
small, medium, large and XL £12.50

Tee shirts - 100% Cotton
small, medium, large and XL £8.00

All garments in Navy Blue with ADS logo in white embroidery.

Place your orders with Bill Sherriffs (0651 862590)

MOIRA WATSON RETIRES

Many of you will know Moira from years past and will no doubt have heard of her recent retirement from the post of Membership Secretary of the Scottish Aeromodellers Association. As a token of appreciation of her stalwart work over the years, it was decided that a bouquet of flowers be sent as a farewell gift to her from ADS. Thankyou Moira and Best Wishes!

Thanks go to John Barnes who donated £10 towards this gift. John keeps joining the club but in recent times has not managed to find the time to attend club events. He hopes things will improve next year.

TNT TROPHY

Just a reminder that the TNT Trophy goes to the person who achieves the longest Tuesday evening glider flight. The plane can be any class of glider, must be winch or bungee launched and the flight witnessed and timed by a committee member. To date the best flight has been by David Curry with his Osprey 100 which clocked 25min 50secs on Tuesday 19th July - a windy night!

FOR SALE

HELICOPTER - SHUTTLE ZX complete with servos, engine and gyro.
Ready to fly - £200.

Contact Bill Sherriffs tel 0651 862590

DIARY DATES

21st August	ADS Barbeque	Calder Park
17th September	Waterplane Event	Loch Inch
17th September	Air Display	Leuchars
18th September	Aerobatics	Banchory Dev
24th/25th September	50th Anniversary Fly-in	Montrose
28th October	ADS Dinner/Dance	Cammachmore
8th November	ADS AGM	Cammachmore

* Note change of date for Loch Inch Waterplane Event and that the Taylor Trophy has been cancelled this year.

HANDY HINTS

This article is taken from an electronics magazine and describes how you can rejuvenate old 12V sealed lead acid batteries. The battery can lose its capability of holding a full charge because of excessive loss of moisture from the gell electrolyte through the vents. The rejuvenation procedure is as follows:

First drill carefully into the top cover of the battery (just clear of the cell vents) with a 2-3mm diameter drill. There will be three cells and thus three pressure vents in 6V batteries, six in 12V batteries. Then with the aid of a syringe, inject into each cell some distilled water, approximately 1.5ml per Ah of normal capacity. Leave the battery for some hours and then re-seal the holes with an adhesive such as Uhu-plus. After a couple of charge/discharge cycles the capacity of the battery should then be restored to nearly its original value, though one cannot guarantee success.

M.A.P.

F3F Viking Race

Ron Russell gave me a ring the other day regarding the forthcoming F3F Slope Pylon race which is to take place from the 8th to the 13th of September this year in Fife. A lot of work has been put into this event which has attracted entries from around the world. Ron asks if anyone out there has some spare time during that week if they could assist carrying out timing and marshalling duties - even if it is only for one day. No previous experience required!

If you would like to rub shoulders with the international elite(!!!!) please give Ron a ring on 0592-753689

Andy Thoires

PETER RINK

It is with great sadness that I have to report the sudden death of Peter Rink on the 28th July. Peter was one of life's characters, his unbounded enthusiasm for his hobby and his influence on the club's development will be remembered by many. Peter has been associated with the club since its early days, his name first appearing on the membership list in October 1979 - just over a year after the club was formed. Peter's qualities were varied and many but the ones which stand out in my mind were his loyalty and his humour. The following little resume of his time in Aberdeen is written in a light-hearted manner and I make no apology for doing so. Peter enjoyed a good joke!

Peter's job as a chef on the North Sea supply boats brought him to Aberdeen in 1976, and as he was keen to get in touch with local modellers, he made enquiries at the Model Shop and very soon had 'made a connection' with Graham Philip who introduced him to other modellers whose interests lay mainly in soaring models. Aberdeen and District Soarers was formed in 1978 and Peter quickly became part of the scene and very soon German models (large ones!) were appearing in the skies around the north-east and various goodies were being sent in cardboard boxes from Germany. Peter had a strong preference for BIG models. When you asked him why he liked big models, his usual reply is it's because you get a bigger bang when they crash!

The language barrier was never a problem for Peter, his determination to communicate often getting him into amusing situations. I wonder if he ever did get his 'chips and pee' in the cafe in George Street. (What he actually wanted was pie and chips!)

Working on a ship never prevented Peter from enjoying his hobby. By ingenious means, he found a way of building models in his tiny room on board ship. One of the more famous creations to come out of the Koch's Cabin was the Big Lift. On completion of the model the parts were taken to another part of the boat for assembly and balancing. The C of G was adjusted so that the fuselage was exactly parallel to the ship's floor. It wasn't until some time later and a somewhat uncomfortable five minutes on the flying field, that he remembered that the floor on that part of the ship was on a slope! But the Big Lift survived, and despite being in the ownership of yours truly for a while, still flies today. It is much in demand for glider towing, it has appeared on T.V. and has recently been fitted-out with floats and flown at a recent meet at Loch Inch.

These are but a few of my personal memories, but I'm sure that all of us who knew him will have their own anecdotes and amusing stories to tell. His company will be missed and many of us will have many happy memories of good times both with Peter himself, and with Peter and Herta on holiday when we enjoyed their excellent hospitality when visiting them in their holiday cottage.

Our sympathy and condolences go out to Herta.

M.A.P.