

AAS

Aberdeen And District Soarers

Newsletter No. 57

Hillcrest

Disblair

Newmachar

CHAIRMAN'S REPORT

From the chair,

Yes folks having settled down for a quiet seat conscience gets the better of me yes Bill I'll get my bit written, so instead of putting my feet up, its get writing Jim. On the positive side the weather is improving the nights are getting longer, my 100s glider resides in the front lobby cupboard just in case! I've got a weeks holiday to look forward to, I've finished my new glider tug and the first glider Comp. is at Glencaira on the 16th. April.

Now for an occasion to get you all fired up for the rest of the year this is a Competition not to be missed, the joy of slipping through the sham, on the sham and in the sham is not to be missed, however the company is good, a few travel up from Newcastle so its nice to see how the other half do it. All in all a good day, goodbye Winter hello Summer!!!

So here's to tight lines, a warm Summer and may all your landings be planned. One way to ensure the latter is for everyone in the Club to make it their target to at least achieve The Bronze Award, watch this space I'm first on the list.

Jim.

Indoor Scene

There were nine entries for this year's chuck glider competition at Muirfield School on the evening of 13th. February. A good turnout ensured an enjoyable evening with gliders of all shapes and sizes being launched from the school stage. designs varied from the relatively heavy, fast flying all balsa chucky to the more traditional indoor flyer with its built up construction and super-light covering. Mike's now aging Easy Bee finally came a cropper when during practice, part of the microfilm decided to part company with the tailplane! It was still flyable, but with little directional control, his winning times of last year could not be repeated.

To the fore came Bill's latest creation - a real floater! The built up warp-free construction combined with condenser paper covering and Bill's special wing section, resulted in a very stable and lightly loaded model. His first flight clocked 15.3 seconds and flew the length of the hall in a perfectly straight line - smashing the club record, and winning him a round of applause. Subsequent flights, Although shorter, were no less spectacular. Well done Bill! Penny plane conversions and some 'old faithfuls' were all performing very well although circular flight paths were very common. Some thought Davie should get bonus points for landing back on the stage! Flight times are increasing year by year and this year was no exception. So have your floater ready in good time for next year's comp.

Name	Position	Round 1	Round 2	Round 3	Round 4	Round 5	Total Time
Bill Stark	1st	15.3	14.2	11.5	7.8	10.5	59.3
G Donaldson	2nd	-	12.2	9.3	11.2	9.9	49.6
Les Dempster	3rd	17.8	9.6	10.5	9.2	8.1	45.1
Mike Pitre	4th	8.7	8.3	10.2	8	7	37.2
Jim Anderson	5th	19.2	4.2	4.7	6.8	8.7	34.6
Ray Stewart	6th	3.9	4	3.5	4	3.6	19
Chris Harper	7th	3.1	3.3	4.1	4	3.6	18.1
Davie Davidson	8th	4	3.1	3.4	3.3	3.8	17.5
Doug Patterson	9th	2.7	1.9	2	2.8	2.6	11.8

The next indoor meeting is on Monday 10th April and will be a rubber duration and fun evening. The rubber duration will take the form of a competition and the 'fun' element being anything that flies. Why not try a rubber powered helicopter or balloon powered air-ship. there's lots of ideas in the SAM catalogue. If you don't have much time for building or you're too busy with your winter building project, why not try a Loony Flyer. I know of one or two secret projects on the go so watch out for a few surprises. See you there!

P.S. I still have a Penny Plane kit for sale - £9.95!

M.A.P.

Some Future Dates

April 10th.	Muirfield School
April 15th.	ADS Slope Fly In (Venue To Be Announced)
April 16th.	Aberdeen Achievement Scheme Tests
April 16th.	Open & 100s Glenraig, Fife
April 23rd	F3f & 60" Pylon Bishops Hill
May 6th. & 7th.	Powered Glider Fly In Stonehaven
May 13th.	ADS Slope Fly In (Venue To Be Announced)
May 14th.	Open & 100s Glenraig, Fife
May 20th. & 21st.	Float-Plane Fly In Monikie Country Park
May 21st	F3f & 60" Pylon Bishops Hill
June 3rd. & 4th.	ADS Fly In Power, Gliding, Aero Tow Calder Park
June 10th.	F3f & 60" Pylon Bishops Hill
June 10th. & 11th.	Scottish Heli-Nats Banchory Devenick
June 11th.	Aerobatics Scottish Slope Soaring Nats Bishops Hill
June 17th. & 18th.	Bon-Accord Fly In Banchory Devenick
July 2nd.	Open & 100s Dumfries Model Club Dumfries
July 15th.	ADS Slope / Flat Field Fly In
July 16th.	Slope Fly In Lomand or Bishops Hill
August 3rd	International Postal Various Sites
August 5th.	100s, 30min. Electric. H/L Pitreavie
August 6th.	Open, Electroslot, H/L Soaring Nationals Pitreavie
August 10th.	F3f, & 60" Pylon Bishops Hill
August 13th.	BBQ Fly In All Types Calder Park
August 20th.	Thermal Testing Day Glenraig Fife
August 20th.	Scale Competition Banchory Devenick
August 24th.	Open & 100s Linlithgow Model Club Linlithgow
September 3rd.	Taylor Trophy Calder Park (To Be Confirmed)
September 9th. & 10th.	Floatplanes Loch Inch
September 10th.	Aerobatic Competition Banchory Devenick
October 8th.	F3f & 60" Pylon Bishops Hill
October 14th.	ADS Slope Fly In (Venue To Be Announced)
October 15th.	Slope Testing Day East Lomand Hill

THE ADS FLYLINE

Remember the easiest way to find out where and who's flying is to use the ADS Flyline. If you are going flying please ring in and leave a message and the controller will update the recording so that other people know where everyone is flying. Let's all try to get this extremely useful service (Which no other club in Scotland has) to work by leaving a message as to where you are flying.

REMEMBER THE NUMBER 01224 844283

THE ADS FLYLINE A BETTER WAY TO FLY

Club Sports Wear

I have arranged to have Sweat shirts, Polo Shirts, Tee Shirts and Baseball Caps embroidered with the club logo on the left hand side of the garment.

Sweatshirts are 7oz. Poly/Cotton raglan sleeve crew neck available in the following sizes:

Small, Medium, Large and Extra large

Polo Shirts are Poly/Cotton with a knitted collar in the following sizes:

Small, Medium, Large and Extra Large

Tee Shirts Baseball Caps 100% cotton adjustable back strap

All the above garments can be had in a variety of colours.

Sweat shirts 12.00

Polo Shirts 12.50

Tee Shirts £8.00

Baseball Caps £7.00

To place an order please contact Bill Sherriffs on:
01651 862590 (Cash with order please)

MEMBERSHIP LIST

<u>NAME</u>	<u>TELEPHONE No.</u>
James Anderson	01224 594885
John Barnes	01651 22368
Thomas Bartlett	01224 898945
James Bisset	01224 868699
John Corstorphine	01224 872826
David Davidson	01224 692922
Leslie Dempster	01651 891402
John Donald	01224 703766
Graham Donaldson	01224 486961
Keith Donaldson	01224 575663
Michael Duthie	01224 648739
Ronald Grant	01224 714454
Tom Hamilton	01224 310306
Chris Harper	01467 681452
Richard Holt	01651 842777
Forbes Kemp	01224 586728
Norrie Kerr	01224 324722
Jean Lescoeur	01224 641731
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John McConville	01224 824179
John McGrath	01464 20018
Gerry Mitchell	01224 324828
Brian Ord	01224 698449
Douglas Patterson	01224 702604
Michael Pirie	01224 323640
Mark Rogers	01358 723757
James Ruxton	01224 316082
Craig Scott	01569 64905
William Sherriffs	01651 862590
Alan Smith	01224 321536
William Stark	01224 640560
Alan Stewart	01224 722663
Colin Stewart	01224 722663
Andrew Thoires	01224 712008
George Thomson	01224 315867
Robert Woods	01224 208151

SNIPPETS FROM THE SUPER HIGHWAY

My thoughts on how to land a model aeroplane by Scott@aol.com

Here are my thoughts and techniques on how to land a model airplane. There is one very important key to making a good landing, **AIRSPEED AIRSPEED AIRSPEED!!!** First you should find your airplanes best glide or final approach speed, typically 1.5 times the stall speed. To find this, take your airplane to a safe altitude and pull the throttle back to idle, then slowly pull up elevator until the airplane stalls. Make a mental note of this speed. Next take the airplane up to altitude, and reduce the power to idle. Control the airplanes speed using the elevator (up for slower down for faster). Let the airplane glide and get a feel for the right speed (slightly faster than the stall speed). You are trying to find a speed where the airplane will not stall but is not diving towards the ground either. Make another mental note of this speed as this will be your approach and landing speed. I do not believe in full stall landings for model airplanes. I usually cut the power while turning from the downwind leg to the base leg of the landing. Adjust the airplane's speed using the elevator until you find the best glide speed. If the airplane appears to be too low add power but maintain that same airspeed. You can effectively control the airplanes altitude and rate of descent using power. If the airplane seems too high **DO NOT DIVE IT AT THE GROUND.**

Diving just builds up speed and when you flare for landing that extra speed will convert to extra lift (the airplane will balloon back up and make things worse). If the airplane is too high on finals accept the fact that you will be landing long or you can go around and try again. **DO NOT DIVE THE AIRPLANE AT THE GROUND!!!** If you have flaps lower them if you think you are too high. Flaps will increase drag allowing you to keep the same airspeed but let the airplane descend at a steeper angle. When the airplane is approximately one wingspan above the ground it enters what is called ground effect.

Ground effect is when the airplane is riding on a cushion of air immediately beneath the wing. When the airplane enters ground effect start the flare for landing. To flare very gently pull back on the elevator stick until the airplane is flying at a slightly nose high attitude. Then just let the airplane settle onto the runway, **DO NOT FORCE IT DOWN.** Try to keep the wing level and the nose pointed straight using the rudder. The best advise I can give for attaining consistently good landings is **PRACTICE PRACTICE PRACTICE!!!** I hope you find this information useful. I invite any comments on my techniques for landings.

Scott.

From The Radio Control Models Newsgroup

I just witnessed a Hitech Focus 4 fatality over the lunch hour. A guy at our club was flying his 60 size Mustang, and I watched it destroy it's self by trying to dig a hole in the runway from a high dive. I thought he said the stick came off the xmitter, but we found out that the gimbal broke. It was broken where the pot attaches to the gimbal, so the pot was no longer attached to the stick. Looking at the gimbal, you could tell that it wasn't made very well. Like I've said before, their receivers are okay, but their xmitters are poor. This was a bad design, not just poor Quality Control!! **Saving a few bucks on the radio cost him his plane.**

Carl, In Fremont C.A.

Anyone owning Hitech equipment should maybe check them over it could save your Pride and Joy!! (The Editor)

CALDER PARK TUESDAY EVENINGS

Weather permitting Tuesday Evenings at Calder park should start on Tuesday 18th April but check the ADS Flyline before leaving it may save you a wasted journey

COMMITTEE MEMBERS

CHAIRMAN	James Masson	01224 896794
TREASURER	Michael Pirie	01224 323640
SECRETARY	Gerry Mitchell	01224 324828
SOCIAL SECRETARY	William Sherriffs	01651 862590
COMPETITION SECRETARY	Andrew Thoires	01224 712008

The only Slope Fly In date on the calendar that we managed to fulfil so far was in February at Brimmond Hill, it was attended by 4 people (not a lot considering a club numbering 38 or so people). The wind was blowing a steady 10 to 15 Knots and was slightly off the main hill so we moved round to the SW facing slope. Andy flew his all singing all dancing slope racer doing some amazingly fast passes across the slope, Alan Stewart flew a 1/4 scale glider after a bit of difficulty launching single handed, the glider disappeared below eye level before rising magnificently in the strong lift. It was quite a sight to see Alan trying to negotiate himself back over the barbed wire fence after launching his glider transmitter clutched in both hands and eyes glued to his glider. Mike Pirie flew his Diamond Cloud and had some difficulty landing in the increasing wind, I flew my Algebra and at one point was a mere speck in the sky before encountering some sink which was running through all afternoon. Later on the wind increased in strength making landings a bit hazardous so we decided to call it a day but all in all a great day looking forward to the next one and hope it much better supported!

Bill Sherriffs

MAGAZINE ARTICLES

If the magazine is to continue in its present form I desperately need new material, any Hints and Tips, articles for sale, photographs, kit reviews, your latest building project, or any kit or product you feel is not up to scratch that you feel you should warn other club members of. Lets all try to input something in the next issue to make it 1. A bumper Issue 2. More interesting to read

The Editor