

# ADS



## **Aberdeen And District Soarers**

Newsletter No. 60

Hillcrest  
Disblair  
Newmachar

December 1995

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# **MINUTES OF 1995 ANNUAL GENERAL MEETING**

## **Apologies for absence**

Apologies for absence were received from John Donald and John Corstorphine.

## **Chairman's Report**

Jim thanked the members for attending the AGM. Some fourteen club members turned up - an improvement on last year! He thanked Bill Sherriffs for his efforts in producing the newsletter and the rest of the committee for their assistance throughout the year. Jim concluded by announcing his intention to stand down as Chairman due to other commitments.

## **Treasurer's Report**

Mike reported that the club finances were in good shape. The Fly-in made a profit this year despite the awful weather and we even managed to sell two ADS stickers. He explained that the shortfall in the SAA fees was due to the increase in the fees to £15 and that some members still had £3 to pay. No change was anticipated in ADS fees for next year. Club equipment purchased included a battery charger, a parachute for the winch and fuel for the club rookie which unfortunately was lost this season during a flight, cause not known.

The income from the indoor meetings has not quite covered the cost of hiring the hall but it was the view of the membership that it was worth continuing. The hire fees have been recently increased and are now £20.60 per evening. Norrie questioned the expenditure on a club tent and was informed that this had been a committee decision.

## **Competition Secretaries Report**

1995 has not been a good year for the Aberdeen District Soarers on the competition front. The main event of the year was scheduled to be during the two day fly-in at Calder Park and although several flyers came up from the central belt, the wind speed was too high to run any competitions.

Other events, for example the slope fly-ins, were similarly hit and even when re-scheduled for the week after usually there was no improvement in the weather.

As far as the Telephone hot line goes this has mixed success. While it is undoubtedly a good idea I cannot always guarantee that it will be working. Additionally, it is not always updated, There is nothing worse than listening to a

two week old message! To get over this it would help if more members had access to update the message and I can arrange this.

Just as last year I would like to tender my resignation as a Committee member. I do not feel I have done justice to the post this year and with my commitments to my family and full size flying I have to stand down this year.

Andy Thoirs

### **Election of Committee**

As intimated in the newsletter of September '95, the treasurer, social secretary and secretary are retiring from the committee having completed their 3 year stint. Unfortunately Jim and Andy also announced their retirement from the committee due to other commitments.

Three members were elected to the new committee:- Norrie Kerr nominated by Tom Bartlett and seconded by Brian Ord, Tom Bartlett nominated by Davie Davidson and seconded by Norrie Kerr and Davie Davidson nominated by Alan Stewart and seconded by Mike Pirie.

It was agreed by a majority vote that a fourth committee member may be co-opted at a later date.

### **Discussion on Calder Park**

Mike felt that our continued use of the site may be under threat due to some sort of development, although nothing definite has as yet been heard. Some members felt that development could start as early as next year - again unconfirmed.

Graham noted that the grass at the field was rather long and suggested that a letter to the council might be useful.

Enquiries had been made regarding the erection of a hut at the field, but this had not been acceptable to the Council.

Andy suggested that all members be on the lookout for any possible new flat field site.

Some members did note that the field was often used by youths for football practice. The committee pointed out that ADS does not have exclusive use of the field.

### **A.O.C.B.**

Andy proposed a vote of thanks to Mike for his service to the club as treasurer and for making his home available for committee meetings over the past three years.

Jim Ruxton suggested that 'name' badges could be worn by members, or at

least committee members at club meetings as a recognition aid to newcomers. The committee to consider this.

Keith asked if the 'hot line' would continue in '96. Andy confirmed that it would and suggested that the system might be updated. Bill felt that the service was not used to capacity and suggested that members be advised on how to use it more effectively. System update to be included in a future newsletter. Andy will give out sheets to new committee and is willing to assist anyone experiencing problems.

On a safety note, Jim stated that he had observed a power model being flown outside the confines of the flying field and creating considerable noise. It is not known if this flyer was a club member.

Norrie used the recent Brimmond incident to highlight the bad publicity irresponsible flying can attract. ADS members are bound by SAA safety regulations and CAA guidelines when flying near airfields. It is not known if this flyer was a member of any club.

Mike stated that he now wished to stand down from the duties entailed at the indoor meetings i.e. collecting the money and providing the refreshments, and asked if they could be taken over by another club member. Perhaps the new club treasurer could collect the money.

Brian queried the possibility of compensation to help cover the running costs of his power winch which has been in regular use by the club. The new committee is to consider this.

The two club winches are at present held by Jim Masson and Norrie Kerr.

There being no further business, the meeting was closed at 8.55pm.

G.M.

### **MEMBERSHIP FEES**

Until a new club treasurer is appointed, fees for 1996 should be sent to Mike Pirie, 67 Angusfield Avenue, Aberdeen, AB2 6AT. ADS fees are unchanged at £8.00 - SAA fees are £15.00 if you pay before the end of the year. Remember to enclose the blue form which was included in your last SAA newsletter.

## INDOOR MEETINGS

The indoor meetings at Muirfield School, originally set up to encourage indoor flying 3 years ago, have recently fallen far short of expectations with poor attendance figures and yours truly being the sole flyer of an indoor model at the last two sessions. I know of quite a number of Penny Planes etc. in existence - so where are they? An indoor model can be built in a few evenings, don't cost very much and don't involve much effort in bringing them along to the hall once a month for a bit of fun. I do know of one or two people who are expressing an interest and there's one Penny Plane on the building board, but unless more participation from club members is forthcoming, it is going to become difficult for the club to justify the expenditure being incurred by the meetings.

Enough of the moans - the next meeting is on Monday 11th Dec. and is the video evening. Again, no effort required, just bring along your favourite video or that home video of your model - in fact anything that might be of general interest. Previous video nights have been very enjoyable evenings so come along and make this one just as successful.

See you there - MAP

## *A Day With 662 VGS*

My absence from the flying field this year is due to my involvement with an RAF Gliding School at Arbroath Condor, we give glider training to cadets at weekends. I applied during May 1993 and after 10 months of red tape I was finally accepted as a Civilian Instructor.

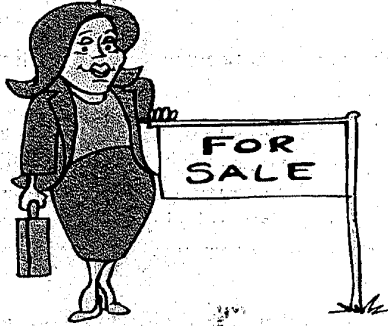
We fly a two seat glider called 'The Viking' the civies call it the Grob Acro 103A. Here is a typical day with 662. Climb out of bed at 06:30 pull on flying kit and then make my way down to the Mess for breakfast, after this we all meet at the Control Tower for the Met briefing and the CO's briefing. 09:00 at the airfield and ready to fly, give the cadets a briefing on airfield duties and explain the layout of the cockpit and how to get out of it in an emergency. I am a 'G2' pilot which means I can go solo flying only, once I have enough launches I get to fly the cadets on Air Experience Flights. So after signing for my parachute and aircraft I climb in and start going through the checks. A cable is attached by a cadet while another holds the wings level for the take off, once all the slack has been taken up I give the signal for 'all out' (two fingers) there is a slight pause and then my head is pinned back against the seat as I accelerate to 60 knots in 4 seconds, a large rotation of the nose follows soon after and gives you a vertical speed of 4000 'FPM' equivalent to a Sea Harrier leaving the deck of Invincible!

I hold back pressure all the way up the line until I reach maximum 1200 - 1400ft, come off the line and turn up the Audio Variometer (an instrument that bleeps loudly when you hit lift) if none is found it becomes necessary to join the circuit to land using airbrakes as required to control the descent, begin to flare at about fifteen feet and gently touch down on the runway. After about fifteen more solo's I get rejected to driving the winch for the rest of the day (my punishment!) On a good day in summer we can total up to one hundred launches per day, this is no flying club it is a serious training establishment which leaves you burned out at the end of the day which sometimes ends at 22.30.

It will take me two to three years to become a fully qualified Gliding Instructor, I will probably have two thousand launches in my Log Book, be a Pilot Officer and have cost you the tax payer about ten thousand pounds (lifes a bitch!)

By the time you read this I will be 'PPL' Qualified, I consider flying the Viking with the RAF far more exciting than anything you can do in one of 'TAYSIDES CESSNAS'

C\G.I.C. Stewart RAFVR 662 VGS R.M. Condor



A couple of things on offer this month;

FLINGER 60 inch hand launch glider - £20

Excellent condition - can be viewed in GTI models hanging from the roof

WIZARD 45 inch low wing aerobatic plane by Galaxy models - £65

Excellent condition - complete with OS 25 and tank also can be viewed in GTI models.

For further details please call Andy Thoires on 712008

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