

ADS



Aberdeen And District Soarers

Newsletter No. 63

Hillcrest
Disblair
Newmachar

DECEMBER 1996

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AGM 1996

This year's Annual General Meeting was held in the Royal British Legion's premises in Bon Accord Crescent on Tuesday 26th November 1996. The meeting was a 'lively' affair and a good turn-out of members ensured that a large number of topics were discussed :-

MINUTES OF MEETING

Our Chairman welcomed everyone to the meeting and said how glad he was to see such a good turnout.

Mike reported on the club finances and handed out copies of the Treasurer's Report for inspection. The report was accepted by the meeting.

Norrie reported on a very successful competition weekend at Hazlehead last June where, against the 'experts' from the south, our club put up a reasonable performance, and added a special mention for Davie who 'had a go'. Our competitions are run along 'friendly' lines and having fun is one of the main objects of the day. Bearing that in mind, let's see more participation by club members at future competitions. Those interested in furthering their skills and gliding knowledge should consider joining B.A.R.C.S. (British Association of Radio Control Soarers). - contact Norrie for details. Norrie also mentioned that the 1997 Radioglide is being held at Pitreavie.

Winter Programme

All venues will be at the Royal British Legion, Bon Accord Crescent with the exception of the Indoor Gliding Competition which will be at a venue to be announced. The programme is as follows :-

17th Dec 1996 - Electric Workshop

There will be no formal talk as such, but will take the form of a group discussion where ideas and knowledge will be exchanged. Bring along anything to do with electric flight - models, plans, motors, magazine articles, etc, etc. This could be of enormous benefit to anyone interested in electric flight, especially newcomers to this aspect of the hobby.

14th January 1997 - Gliding Talk

A talk on full size gliding will be given by Glen Douglas of The Deeside Gliding Club.

11th February 1997 - Building Techniques

This evening will be devoted to talks and demonstrations on various building techniques. The subject matter of the talks/demos will have to come from the membership who are requested to submit their suggestions to a member of the committee at least two weeks in advance of the meet so that the arrangements can be made and the necessary arm-twisting done.

11th March 1997 - Bring and Buy

Same format as previous years - an opportunity to sell your unwanted items and to pick up that bargain at the same time! The club takes 10% of the value of all items sold. You might get a free sandwich as well.

8th April 1997 - Indoor Gliding Competition

The venue for this year's competition is presently under review, with several ideas already having been mooted. Whatever the outcome, I think we can look forward to an improved venue this year. Bill is giving away the secrets of his success later in this newsletter - so no excuses!

13th May 1997 - Video Night

A night in front of the box - but with a difference! Bring along your favourite video, that homevideo of your model or anything that might be of general interest. Past video nights have been very enjoyable so don't miss this one.

Election of New Committee

The entire committee stood down and the floor asked for nominations for the new committee. Mike announced that he wished to stand down from the committee. The following were duly elected as committee members :-

Tom Bartlett

George Whelan

Neil Masson

Norrie Kerr

Davie Davidson

Bill Stark

Jim Ruxton

Tuesday Night Flying

Following a fairly disastrous year of Tuesday evenings, it was generally agreed that, although the 'Calder Park weather' definitely didn't help, change was needed in order to bring life and enthusiasm back into the Tuesday evening sessions. Two problems which emerged from the discussion were, 1) the inadequacy of winch/bungee provision, and 2) the complete lack of slope soaring on a Tuesday night.

Taking the first problem, it was agreed that Tom and Norrie have been stalwarts in the setting out and packing up of the power winch(s) in the past, but more than this is required if a fast turn around of launches is to be achieved. It was stated that the club owns two power winches and three cotton-covered bungees. It was proposed that a rota system be set up to ensure that at least most of this equipment is brought along and set up for use on Tuesday evenings. The committee is to consider this.

Turning to the second problem, it was agreed that where in the past, club outings to the slope were a fairly regular occurrence. This no longer happens. The proposal is that one Tuesday evening per month be set aside for slope flying. The venue would be the west car park at Brimmond from which point there would be ready access to Brimmond, Elrick and possibly Barmekin Hill. In the event of unsuitable wind conditions, flights would be made off Brimmond using a bungee or electric power. A vote was taken and the proposal accepted.

In addition, Tom announced an idea for a club competition whereby points would be accumulated based on flights made on certain Tuesday evenings throughout the flying season. The person with the highest score at the end of the season would collect a gift/gift voucher worth £100 which would be presented at the next AGM. Tom outlined the rules and explained that they had been designed to give an equal chance to different classes of glider. Further details of this competition will be issued to members in due course.

Safety

Norrie stressed the need for a tightening up on the rules for safe flying at Calder Park. We all possess a copy of the SAA safety code so we all know what is required. The committee is to consider the appointment of a safety officer.

Davie's Potted History (cont'd)

In my potted history of aeromodelling as seen through my eyes, I took you all from 1931 to 1935 approx. Things steadied up from the basic balsa model to ones with cabins constructed of clear perspex, this gave a more realistic model and continued until 1939. Round about this time I read of Wakefield models, these were big planes with a span of 44 to 48", had to have an area of 200 sq. ins, and a hand-carved prop of 18", round about 18 yds of 1/4" flat rubber gave you a flight of 60 secs if you were lucky, this without thermal assistance.

After the war things gradually got back to normal. Line Bros introduced the Frog diesel 1cc. these were great wee engines fitted in a free flight model of course, even I could fly those. I then bought an E.D. Bee 1cc, this I fitted into a fine flyer of the day, namely the Tom Boy. I recently got this plan from Bill Stark and I intend to build it again for radio control and with floats.

However I am jumping the gun, to return to my history, I was aware of single channel in the early 50's but due to musical commitments I did not get involved and it was only when Graham Philip introduced me to ADS that I got bitten with the building bug again. My first radio set was a Skyleader bought off Graham Donaldson, and was duly installed in a DB Pronto trainer with a good flying reputation, I got this plan off Ron Lock. I flew this plane solo at Sheddocksley and crashed. I was picking up the bits and pieces when I met Alan Stewart for the first time, he was most helpful and after I re-built the Pronto it was Alan who flew it for me successfully, although he was a bit doubtful about the ailerons which were only 1/2" strip, but he agreed they were ample for the purpose.

It was only after joining ADS that I built my first glider - the name of it escapes me, but it flew with a great deal of help from my friends in ADS. I got two gliders from Jim Masson, they flew well - it seems he taught Neil to fly with these gliders, for the life of me I cannot remember their names. I then bought a kit off Norrie, this was known as the Sunrise, 126" span and flew well until yours truly got his hands on it. After its demise I invested in an Osprey, this was also a very fine flyer and many a good time I've had at Caim o' mount under the watchful eyes of John McConville and Brian Ord. Norrie presented me with a beautifully built Phoenix glider and is also a great flyer under his guidance.

This ends my potted history and I am still as keen as ever to build planes. My box room is getting gie packet - ask Norrie, he tidied it up the other week!

Davie Davidson.

Club Fees and S.A.A.

Affiliation Ordinary membership increased to £10, junior remains at £3 Senior Citizens get free membership. The club will remain affiliated to the S.A.A.

Payment of Membership Fees

Until the new club treasurer is appointed, fees for 1997 should be sent to Mike Pirie, 67 Angusfield Avenue, Aberdeen, AB15 6AT. See the minutes of the AGM for details of ADS club fees. SAA fees are unchanged at £15 Senior, £5 Junior if you pay before the end of the calendar year - SAA fees go up next year, so get your fees in quickly. Remember to enclose the blue form which was included with your last SAA newsletter - Mike says it makes things very difficult for him if you don't.

ABERDEEN & DISTRICT SOARERS

Treasurer's Report

26th November 1996

Accounts for period 14/11/95 to 26/11/95

Income Fees - ADS	299.00
Fees - SAA	410.00
Outstanding fees - SAA	15.00
Bring & Buy	10.00
Hazlehead Fly-in	101.00
Indoor Meets	31.60
Bank Interest	20.45
Sale of Club Stickers	1.50
Torphins Gala	20.00

TOTAL **908.55** **908.55**

Expenditure

Fees - SAA	410.00
1995 AGM	40.50
Hazlehead Fly-in/Comp	56.55
Stationery/Postage	48.32
Barbeque	35.89
Flying field equipment	7.99
Trophies and engraving	2.00
Muirfield School fees	103.00

TOTAL **704.25** **704.25**

PROFIT FOR YEAR **204.30**

CLUB FUNDS

Cashflow Account 14/11/95	900.28
Cashflow Account 26/11/96	1104.58
	<u>204.30</u>

Michael Pirie - Treasurer

INDOOR GLIDING (or MIKE PIRIE, my part in his downfall)

The annual indoor glider competition has been going for some years now and the performance of the models has greatly improved. To many, however, it remains a spectator sport. This article is intended to encourage more club members to take part and includes plans for two simple gliders of proven performance.

Flight patterns

There are two possible flight patterns in Muirfield Hall, circular and straight. About half of the competitors so far have used a circular flight path. This has the high risk of hitting a wall but if we were to move to a hall with a higher ceiling then this would be the one to go for. More success has been gained by flying the length of the hall.

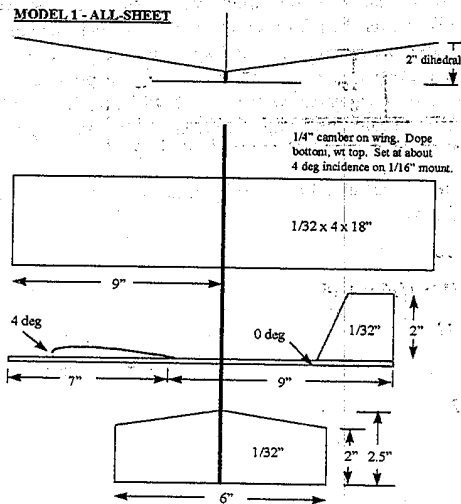
Model types

The above has led to the development of two types of models, all-sheet and stick-and-paper. The all-sheet seems better suited to circular flight and with a higher ceiling would approach the contest chuck glider type model used at Cardington etc. For straight flight full advantage can be taken of the full length of Muirfield. It has been suggested that a modified Easy B (18" span) could be used, but this is too small and heavy. Our model glider does not have to cope with the stresses of being launched in a circular flight pattern or have the strength to cope with a rubber motor.

Model 1

This model is an enlarged version of a plan in the 1957-58 Frank Ziack yearbook. If you have to ask who Frank is then you've no right to be flying free flight!

With incidence fixed, obtain a good glide by adjusting the C of G with nose weight. Turn can be induced by rudder, wing warp or even a bit of lead at the wing tip. By choosing a light sheet of 1/32" balsa at the local shop all the rest can probably be made from your scrap box. Keep it as light as possible, it will fly well.

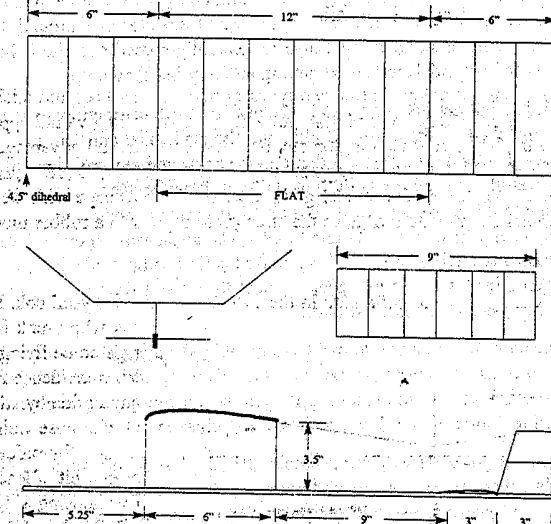


Model 2

The plan shows the basic layout of my 1995 and 1996 models. The only difference being the '96 has a different wing section and is lighter. In '95 the section was the top profile of Eppler 193. In '96 the NACA-6409. Most plans in magazines etc show sections based in arcs of circles. A radius of 9" would do. To obtain the low weight of the '96 version, all material was bought from SAMS. This model will easily do 13 seconds at Muirfield and has managed 15.

Bill Stark.

MODEL 2 - STICK-AND-PAPER



Wing and Tailplane LE/T 1/16sq

Fin outline 1/16 X 1/16

Fuselage 1/16 x 1/4 > 1/16 x 1/16

Ribs 1/16 x 1/32

Wing main supports 1/16sq

Wing stays 1/16 x 1/32

Covering (indoor) condenser paper

C of G 66% chord

Glide trim by altering wing incidence

ABERDEEN & DISTRICT SOARERS 2 DAY FLY IN HAZLEHEAD PARK 1ST. & 2ND. JUNE 1996.

Saturday was as usual a fun fly day and was pretty windy, so not many people turned up but those who did enjoyed some interesting flying Graham Donaldson with his Wot's Wot and Willie Young with his Wot 4 derivative. I am afraid I opted to get some building done and went home early as I was also still on call.

On the Sunday it was heartening to see members turning up early to assist in putting up the tent and the barrier, one early visitor was Bill Scott, all the way from Oban. By around 10AM there were quite a few models being assembled, test flown or generally spread out, the bulk of the Southern competitors had turned up and Tom started getting an entry list drawn up.

Briefing was a bit late but got under way at 11PM and the 100S competition started at about 11.15. The first slot all launched on the horn and although the air looked and felt good all of them were down fairly quickly. It was not until slot 3 that anyone contacted any real thermal lift and it had to be worked very carefully to ensure you did not stall out. Later on there were some strong thermals coming through and some models were wound up to tremendous heights and landings were being made seconds before the final horn. "Young" Davie Davidson was enjoying himself with a little help from his friends and returned a very fair score for his first competition and was not last (or even second last, or even third last) so it just goes to show that if you want to improve your scores and general flying ability, become Club Chairman.

Mike Pirie was the only ADS member to make the fly off and came a creditable 3rd. Alistair Hunter fell victim to the trees as he tried to scrape extra time in some very weak lift, however the model was recovered almost intact but the resulting 0 score scuppered any chance he had. Brian Sharp emerged a clear winner after a well flown polished performance.

The Open Competition got underway immediately after the last fly off round of 100S, the air was still very varied but there were more thermals about and more competitors were making contact with them with a corresponding rise in flight times. Once more Brian Sharp cleared the board with a perfect 3000 pre fly off score, myself and Brian Ord defended the ADS honour in the fly off but the best we could manage was a third place.

All in all a very enjoyable time was had by all and everyone went away happy, some after entering their first competition realised that although it was a comp, it was as much, if not more enjoyable than fun flying but all reckoned to be back for the next one.

ADS 100S & OPEN COMP. RESULTS 02/06/96

<u>NAME</u>	<u>100S SCORE</u>	<u>OPEN SCORE</u>
RICHARD HOLT	2163	1585
JOHN MCCONVIELE	2138	2333
MIKE PIRIE	2739 *	1706
DAVID HUNTER	3000 *#	2796 *#
TOM BARTLETT	1216	1757
ALISTAIR HUNTER	2574 *#	2600#
JIM MASSON	997	0
BRIAN SHARP	3000 *#	3000 *#
KEVIN SHARP	1970#	2238 #
TOM PRESTON	2500#	2564 #
SIMON WARREN	2559#	2232 #
BILL SCOTT	683#	1543
BRIAN ORD	1964	2767 *
DAVE DAVIDSON	1529	0
NORRIE KERR	1831#	2695 *#

100S FLY OFF

SCORE

1ST. BRIAN SHARP	1907
2ND. DAVE HUNTER	1597
3RD. MIKE PIRIE	1224
4TH. ALISTAIR HUNTER	284

OPEN FLY OFF

SCORE

1ST. BRIAN SHARP	1641
2ND. DAVE HUNTER	1482
3RD. NORRIE KERR	1052
4TH. BRIAN ORD	1007

* FLY OFF

LEAGUE CARD SUBMITTED.

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