



# ABERDEEN AND DISTRICT SOARERS

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NEWSLETTER NO. 8

October 1981.

34 Wallfield Cres.  
ABERDEEN.

TEL: 20510.

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## 1981 SEASON

With the flying season more or less over now (except for the hardy ones that is) I think I can safely say that we can look back on a summer which has provided us with excellent conditions for both thermal and slope soaring, with large thermals occasionally boosting our slope lift on many occasions.

A fairly regular number of members have been attending the Tuesday night sessions at Balmedie throughout the summer, and a few inland sites have also been tried. On the slope soaring side, a certain amount of fragmentation has occurred this year with the tendency being towards smaller groups doing their own thing at different locations. One good outcome of this trend has been that more new soaring sites have been found. Information on these new slopes, which include sea cliff flying at various locations and some exciting slopes in the Strathdon area, is presently being gathered and will be published in the January newsletter. I think it is worth mentioning at this point that there is an excellent campsite at Glenkindie from which you have easy access to many good slopes. Try it!

New models appearing on the scene this year included a scale Salto and a scale model of the famous Polish motor glider, the Oger, both of which were produced out of Peter's 'coffin'. Also Teun has recently

flown his elegant but aerobatic Draco on the slope. Yours truly has managed to fly, after much crashing, a jet scale of the famous Vampire. It would be nice to see more jet scales on the slope.

Now on with the rest of the newsletter which comprises details of the forthcoming A.G.M., reports on the thermal competitions at Balmedie and a few other bits and pieces. In the meantime I trust you're all getting your transmitter muffs looked out in readiness for the colder days. See you at the A.G.M.

Mike Pirie.

1981 A.G.M.

This year the venue is the H.E.B. social club, ~~164~~ <sup>185</sup> Crown Street, Aberdeen.

The date: 19th Oct. 1981.

The time: 7.30p.m.

The agenda:

1. Chairman's report.
2. Treasurer's report.
3. Election of new committee members.
4. Competitions in 1982.
5. Budget for 1982.
6. Possible use for club money.

NOTES:

The present committee, i.e.

Teun Van Waert	Chairman
Graham Philip	Treasurer
Mike Pirie	Newsletter Editor

are willing to continue in their present position as committee members for the year 1981/82.

Do we want more, or less, or are we happy with the number of competitions as they are?

What do we think of the idea of holding all Northern Area thermal comps. at Balmedie?

Suggested uses for the club money:

- (a) buy a small frame tent for use on competition days.
- (b) subsidised Dinner & Dance.
- (c) buy a beginner's model (plus buddy box system?) for use by newcomers.
- (d) rental of club-room.

A.D.S. TUESDAY EVENING COMPETITIONS.

This year we started with a Tuesday evening competition on 12.5.81. Although initially conditions seemed to be good, clouds came in during the second round of the 100 S competition. Cloud base quickly dropped to some 200 feet. The competition was cancelled, but Jim Anderson gave it another try and ended up in the powerlines. Graham Donaldson proved that coming out of the clouds in a dive works great until the moment that you give full up. But one week later you hardly could see which wing had come off.

The 100 S competition was tried again on 19.5.81. A late start and strong indications of CB interference did not promote the competition atmosphere. It was called off again, after which only a who-can-the-highest-numbers-of-loops-from-the-top-of-the-line competition was held. Dutch loopings proved to be value for money.

Finally, on 26.5.81 the planned open competition took place. Seven competitors desperately tried to remember the open & slat rules: for most it was the first competition this year. Some lift was definitely around and the number of full landing bonus scores was remarkably high. This was of course also the result of the very calm conditions. Some runners did not appreciate the advantage of almost no wind and insisted on longer breaks between the rounds.

In the end Teun, Ian Donaldson and Norrie reached the fly-off. Teun and Norrie's expectations came under severe pressure when Ian Donaldson's Phoenix stayed up longer than their modals. With a comfortable advantage Ian entered the second flight. Young eyes and a higher carrots consumption made all the difference in the twilight conditions. Norrie lost control when he was too far away and couldn't find the switch of his navigation lights. Teun stalled on the line (darkness or too short a break for his runner?) and Ian also took this round. His first trophy, and many more may follow.

The final score was:

<u>Position</u>	<u>Name</u>	<u>Pre-fly off</u>	<u>Fly off</u>
1	Ian Donaldson	2650	2000
2	Teun van Waart	2708	1587
3	Norrie Kerr	2380	1553
4	Jim Anderson	2259	
5	Alastair Mutch	2180	
6	Allan Stewart	2020	
7	Dick Donaldson	515	

COMPETITIONS ON SUNDAY, 14.6.81 AT BALMEDIE.

On Sunday 14.6.81 two competitions were held on the field in Balmedie. The main event was the Open  $\frac{1}{2}$  Slot S.A.A. competition prior to which a 100 S competition was held.

Six competitors started in the 100 S at about 12 o'clock. The start was somewhat delayed to allow a cloud to dump its contents undisturbed. Unfortunately many more clouds thought that this was a good idea and followed during the afternoon.

All six models could be flown in one slot as, for a change, the frequencies did not clash. Jim Anderson proved to be the most consistent pilot with his flights between 4 and 5 minutes. Bob Wilson threatened his position seriously in the last flight but lost all his chances when he landed outside the field.

The final score was:

Jim Anderson	1059
Bill Mustard	1033
Bob Wilson	960
John Bernstein	942
Gary Taylor	934
Norrie Kerr	851

The Open  $\frac{1}{2}$  Slot showed an entry of 15. As again the frequencies were distributed very evenly (also due to the increasing use of 35 MHz) five men slots could be flown. Unfortunately three competitors opted for a somewhat rough end of their first flight which reduced the remaining slots to four competitors.

The rainshowers frequently interrupted the smooth progress of the competition. Although everybody disappeared quickly in a car when the rain started, everything got wet and soaked.

The five man fly off was held in a light drizzle, but during a dry spell Sandy Boyd (who was first after the three rounds) found strong lift and almost disappeared. He managed to come down with all wings still attached to the model and a score almost double the score of number two. He well defended his position in the second flight and took the BOC - Nowsco trophy home for this year.

The final score was:

<u>Final position</u>	<u>Name</u>	<u>Pre fly off</u>	<u>Fly off</u>
1	Sandy Boyd	2978	1718
2	Jim Anderson	2756	1519
3	Rick Lorente	2337	800
4	Guy Taylor	2382	515
5	Graham Philip	2395	0
6	Bill Mustard	2284	
7	Ken Whyte	2270	
8	Allan Stewart	2234	
9	Norrie Kerr	2169	
10	Tom Taylor	2000	
11	Bob Wilson	1702	
12	Frank Lorente	1036	
13	Bill Brown	0	
13	Gary Taylor	0	
13	Graham McIntosh	0	

THE OPEN COMPETITION ON 23.8.81.

A light wind which strengthened to a breeze just enough to snap a few towlines (and in the meantime swung around from Northwest via East to Southwest) and beautiful sunshine were the main ingredients for a nice day's flying at Balmedie.

Twelve entries competed for the Brian Sherriff Trophy. With little frequency clashes, slots of 6 man could be organised which everybody busy. (Towing, timing and running/timing the slot is possible, but you shouldn't do it too often).

Unfortunately two models dropped out. Bob McCluskie lost control (interference?) and ended up on the school play ground, which separated the tail section fairly permanently from the front end, and John McConville crashed after experiencing interference from another 35 MHz

set on channel 70. A stupid error of the C.D., due to uncarefull checking when fitting in a late entry.

The flying times were rather good as there was definitely lift around. Spotlanding was pathetic: first round  $4\frac{1}{2}$ , second round 3 and the last round only 1 within the circle!

The four who reached the fly off only managed three landings in the circle, out of a total of twelve! Some room for practice; getting that circle with times in the 4-6 minutes range makes some 150 points difference.

In the fly off Ken Whyte made both landings perfect and, together with a good first flight, this pushed him in to first place. Jim Anderson got a beauty of a thermal in the second flight, landed 8 seconds before the end of the slot time, but missed the spot. If he had managed a proper landing in his first flight as well he would have beaten Ken, but now he got second place. John Barnes is getting the hang of it and came third, whereas Allan Stewart (suffering from an unwilling towhook and a drop in his landing performance) came fourth.

<u>Final position</u>	<u>Name</u>	<u>Pre Fly off</u>	<u>Fly off</u>
1	Ken Whyte	2969	1903
2	Jim Anderson	2695	1701
3	John Barnes	2665	1645
4	Allan Stewart	2671	1208
5	Mike Pirie	2403	
6	Guy Taylor	2285	
7	Blair Lorente	2219	
8	Horrie Kerr	2184	
9	Gerry Taylor	2140	
10	Graham McIntosh	1798	
11	John McConville	1431	
12	Bob McCluskie	0	

CHANGE OF ADDRESS.

Teun, our esteemed chairman, has moved house and his new address is:-

61 Boyd Orr Avenue, Aberdeen

(Tel. 894473)

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S.A.A. CLOTH BADGES.

These are now available from the secretary of the S.A.A. price £1.30.

FLYING AT DURRIS.

We now have the all clear for flying on Durriss, but the ranger does point out that the white marker posts, which you have probably seen near the top of the hill, are there for a purpose and should not be tampered with.