# ABERDEEN AND DISTRICT SOARERS

Newsletter No.24

7 Ashgrove Road West

Aberdeen

NOVEMBER 1895

## 1985 ANNUAL GENERAL MEETING

This year the AGM will be held on Tuesday 26th November at the Hydro Board Social club, 185, Crown Street at 7.30.

## AGENDA

1. Chairman's report
2. Treasurer's report
3. Secretary's report - this will include Competition and Events report.
4. Election of Office Bearers for 1986
5. 1986 Calendar and Budget
6. A.O.C.B.

PLEASE NOTE We have had good turnouts at previous AGMs, so let's not make this an exception. To encourage your presence, we hope to have John Campbell along with some of his films and stories associated with his lifelong passion for full sized aviation.

MAKE A NOTE OF THE DATE - 26th November

MAKE A NOTE OF THE PLACE - 185, Crown St.

BEER - ONLY 68p per PINT!

## FOURDON FLY-IN

Some 24 members turned out for our first attempt at a glider, power and everything else event. The weather turned out perfectly with awarm windless day which permitted the disused undershoot area of the main runway to be used to the best. In addition the adjacent stubble field was used all day by the glider only flyers, with excellent launches achieved despite the lack of wind using Jim Masson's turnround pulley. Also launching gliders were John McConville and Logan using a Robbe Porter tug. The Hite Finder made 1000ft lauches commonplace.

Norrie flew very successfully a new and rather large camera plane. It flew around sedately all day. During the six hours we were there, there wasnot one spell that nothing was flying, whether it be glider, power, helicopter or autogyro.

We were pleased to see some new faces - mainly from the Stonehaven area. We hope they enjoyed themselvesas much as the rest of us. Our thanks must goto John Campbell and Tom Boyle of the Fourdon Flying Club for allowing us access to the site and to all who participated. With this amount of support, it would be hoped to repeat the event.

## TAYLOR TROPHY - ELGIN 29th October 1985

The day dawned bright and clear as we headed northwards for this traditionally pleasant day out - this year was no exception. In fact the Taylors had the specially ordered weather delivered; light wind and a temperature of 27 degrees C. Normally the Taylor Trophy is run with enough time for a % Open afterwards, but because of the temperature it was decided to run the competition at a leisurely pace as conditions wre very hard on the towmen. Flight rules are - three flights to be attempted to accumulate a total time of 15 minutes.Overrunning incurrs a stiff time penalty.

The competition started just after 1 o'clock, and progressed steadily and largely without incident until at the end of the second round, John McConville lead followed by Neil Trigger requiring about 2.30 each for the third round. Unfortunately John overflew by one second incurring a 201 second penalty. Neil flew a steady 14.56 to clinch first place.

Once again our thanks go to Tom, his family and all the ladies who ran the refreshment tent.

RESULTS

| | | | |
|---|---|---|---|
| 1. Neil Trigger | 14.56 | 10. Bob Young | 9.12 |
| 2. Norrie Kerr | 14.03 | 11. Alan Burns | 8.24 |
| 3. Gary Taylor | 13.56 | 12. Tom Taylor | 8.03 |
| 4. Bill Mustard | 13.44 | 13. Phil Ross | 7.25 |
| 5. Tony Crocumbe | 13.15 | 14. John Barnes | 7.19 |
| 6. Bob Wilson | 13.04 | 15. Brian Uquhart | 6.04 |
| 7. John McConville | 11.40 | 16. Donald Wynn | 5.59 |
| 8. Brian Ord | 11.39 | 17. Pat Thomson | 5.29 |
| 9.Simon | 11.22 | 18. Guy Taylor | 5.12 |

## PLAN AHEAD?

Now when sport flying, it is quite usual to sort of potter about the sky and when the occasion arises, sort of...er...well, land as it were. This is fine, but all too often the pilot finds himself in a competition where a precision time AND spot landing is required, panic sets in, and with no ingrained good habits to fall back on, he either misses the circle, overshoots the time, wipes out half the flightline population, or all three! Even when sport flying, it is more aesthetically satisfying and a great deal safer to plan your approach, make a proper circuit and finish up with a straight into wind descent from a safe height. All too often we see models wellied around the final approach with the wingtip inches from disaster to slaloming between two goalposts like a drunked Kamikaze pilot on his twentieth mission.

However, I am principally concerned with landing in contest situations to ensure those all important bonus points. Contest landing situations break down broadly into three categories :-

1. Where you have missed the lift and are trying to scratch as much time as possible.
2. Where you have found the lift and will fly the slot out and nobody else will. Happy day!
3. Where you have found the lift and so has everyone else, so it becomes a matter of who can time their approach and landing best.

SITUATION 1

This simply requires that you do not scratch too much. Leave yourself enough height to make a decent approach and remember that it is not worth scratching that extra 10 or 20 seconds if you miss the circle as a result and throw away 50 points. Ninety precent of my missed landings occur in these situations; I swear I will not be so greedy in future, but the urge to try and stretch things out is strong. Above all, try not to get yourself caught in that fatal position, 20ft up and directly upwind of the circle. If there's a breeze blowing, beleive me, brother you have MISSED.

SITUATION 2

This is the kind of pleasant 'no sweat' situation that arises a few times each season. Just fly your normal approach (see3), but aim to arrive 15 to 20 seconds inside the slot time for safety. Pay careful attention to your stance throughout, since this is the kind of occasion when everyone is watching you and it gives some scope for some really advanced posing.

SITUATION 3

This is the interesting one. You can come in 10 seconds early to be safe; this is OK in the rounds where the aim is to score in the high 900's - but such tactics do not win fly-offs. In these situations you have to go for the line.

The whole secret is to start your preparations EARLY enough. We have all seen the gyrations performed by models whose pilots have been caught napping at 2000ft by the eight minute warning. Besides providing entertainment for the watching throng, this is a very good way to break aeroplanes. My method may not suit everyone, but the basis of it was picked up from the legendary Dave Worrall and it suits me.

If the model is high and is obviously going to fly out the slot, my preparation start at about 7 minutes into the slot. This depends on th model: I know that the powerful spoilers on the Hi-Phase will bring it down from the limit of visibility in under 3 minutes if I really try. With a brakeless 100S model you might want to start earlier - with a brakeless Open model (if you insist on flying such a thing) MUCH earlier, unless you want to shred it. So from 7 minutes on I am 'playing' the spoilers with the aim of having the model in position 'A' at 9 minutes into the slot. Position 'A' in my system is just crosswind of myself, level with the flightline, either to the left or right as is convenient (avoid becoming fixated on left or right approaches, practice each equally), height about 250ft, heading upwind, brakes retracted and trim normal. Again for a model with no brakes you would probably want to be lower.

At 50 seconds to go, I turn either right or left as appropriate to fly across in front of myself, at the same time easing the nose down into a fast cruise (switchable trim is useful here). At about 35 seconds to go, I turn downwind, keeping the model going and giving a couple of blasts of brake to loose a little height. The crosswind turn is conducted with the brakes retracted at about 25 seconds to go and the model is flown across the base leg, using the brake to adjust the height to about 60ft.

The final turn into wind (brakes retracted) is made with 15 seconds to go. From now on I forget the time and concentrate on just flying the model into the circle, keeping the nose down and the speed up and using the brakes in the last 30ft or so. It should be on the ground within 2 or 3 seconds of the slot end.

"Aha", I hear you say, "But what about when it's windy?" Well, either do the whole thing 50ft higher or don't go so far downwind. I prefer to keep to the same shape and size of approach regardless of the wind strength and simply do it higher as the wind gets stronger. This means that you have the height to turn into speed and drive the model through the turbulance on the final approach. Speed equals control; resist the temptation to ease off the elevator. If you do the nose will pitch up, airspeed will be lost and directional control effectiveness reduced and the whole thing will go to pot.

It is all a good deal more difficult without brakes to adjust the height, since the final turn and approach must be made quite low, but the same principles apply.

One unforseen advantage with this method is that, coming in high, late and steep, if you do clash with another model on the approach, at least yours should be on top and travelling faster. It might not save yours, but it should make sure he is wiped out as well!

Such a nice, peaceful, friendly sport this thermal soaring.

George Stringwell - Bat-Chat, May '85