ABERDEEN AND DISTRICT SOARERS

Newsletter No.37

MARCH 1989

Whitlam Farmhouse
Newmachar
Aberdeen

CHAIRMANS REPORT

Welcome to 1989 and a new flying season lets hope we have fair winds and fine weather, unlike our first event last Sunday (19 March) which was a howling gale, horizontal rain and a cloud base so low you could have lost your glider by forgetting where you'd put it down! As a contrast the Monday and Tuesday (today) following would have been very flyable, I suppose thats Murphy at work again.

Still even though the weather has not been too kind so far this year, several members have been hardy enough to get out and fly. All thats needed is some warm clothing, a model suitable for windy weather and some determination.

On a more serious note two articles have been included from the B.M.F.E. (S.M.A.E.) newsletter concerning insurance and frequencies. Note the apparent frequency problems which we should avert by sticking to even number frequencies only for gliding (has everybody made their frequency boards?).

It is with regret that I have to advise that the power flying field at Stonehaven is no longer available (unless you like flying off a ploughed field), efforts by several members to locate new sites for power and flat field soaring are underway and we hope to report on some progress soon. On a happier note we have (or rather the Stonehaven lads have) found a possible water plane site and will be trying this soon (if anyone's interested please phone me). As Scottish rep for the British Waterplane Association this pleases me no end. Also note that Loch Insh this year is provisionally scheduled for the 9th and 10th of September.

Safe Flying Frank Skilbeck

SLOPE FLY-IN AND SCALE

The next outdoor event is due for the 16th April (weather permitting). Unfortunatily I shall be away that weekend so I have left the organising in the capable hands of Andy Thoirs.

If there is a healthy turn-out of scale models, I would suggest we take a few photos for the magazines.

Dave Norris

THE SECOND ADS INDOOR CHALLENGE

Some dozen fliers gathered along with spectators at the Cammachmore on the 21st of March to brave not so much the elements as the jeers and cat-calls of fellow club-members as their "creations" took to the air or dived for the ground.

This was the second year running the indoor comp has been run and although members were down on last year the enjoyment factor remained high. In fact it was interesting to note that some people's free flight 'chuckies' appeared to be more in control than their usual R/C models! I was kindly loaned an indoor PSS model in the shape of a P51 Mustang by Bill Stark which didn't disgrace itself at all.

At the end of the evening and after using at least half a bottle of cyano', Jim Anderson emerged the winner. Second was Norrie Kerr who demonstrated a new technique in Discus throwing!

Dave Norris

SAA SAFETY AWARDS

As you may have noticed, some indication of certification is mentioned against various dates on the event calender. The intention is to persuade as many people as possible to try for an SAA safety award, in the interests of safe flying in general and to give members a target towards which to aim in flying more consistently.

As it turns out, there are no accredited safety examiners for slope soaring as yet, so in the meantime I would suggest that at forthcomming slope fly-ins where we have mentioned certification we all 'have a go' at the set exercises. We may all learn something from it.

With thermal soaring it is a different matter. As from 1990 the SAA Bronze award will be required for entry to the Scottish Nationals. I have spoken to Brian Sharp who hopes to be able to make it to the meetings on 7th May and 2nd July. If he is unable to come, Dougal McIntyre is also a qualified examiner. All SAA members should have copies of the requirements for the SAA safety scheme so I would suggest that we bear these in mind when flying and take the opportunity when it arises to try for an award.

Brian Sharp also also suggested that anyone going to one of the events in his area could take the test at the time.

Dave Norris

TOWLINE GLIDING FROM SEATON

Those of you who've received/read your latest SAA newsletter will have noted that the CAA have recently added a restriction which effectively prevents towline launching of gliders to over 60m (197ft), within Dyce controlled airspace (approximately 20km from Dyce). Because the standard hand tow is 150m (492ft), and the power winches launch to similar heights, ADS are currently prohibited from towline launching at Seaton.

The SAA have applied for exemption on our behalf, and your committee will keep you posted as to when this is obtained. However in the meantime 'electrics' only at Seaton

LIST OF PAID-UP MEMBERS

The following members are paid up for 1989, so if your not on the list, **please pay now** if you want to remain on our records and receive future newsletters.

Alan	Stewart	722663
Alan	Watt	572292
Andrew	Henderson	324709
Andy	Thoirs	712008
Angus	Brown	0569 64144
Bill	Stark	640560
Brian	Ord	698449
Charles	Falconer	05695 288
Colin	Stewart	722663
Collin	Ganley	0569 64276
Craig	Scott	0569 64905
Dave	Morris	742776
Dave	Norris	576279
David	Davidson	692922
Donald	MacDonald	92 62173
Douglas	Allan	790500
Frank	Skilbeck	743052
Gerry	Mitchell	324828
Gordon	Taylor	319075
Graham	Donaldson	486961
Graham	Irvine	
Graham	Philip	0569 64209
Jim	Anderson	641110
Jim	Masson	896794
John	McConville	824179
Les	Walker	0358 23212
Mal	Satterley	62980
Mon	Sangra	861884
Neil	Masson	896794
Norrie	Kerr	324722
Paul	Shepherd	741670
Raju	Sangra	861884
Richard	Donaldson	486961
Richard	Holt	06517 2777
Ron	Lock	733693
Ronald	Grant	714454
Rory	Stuart	04676 231
Tom	Hamilton	310306
Tom	MacPherson	0569 63868
William	Adamson	06517 2221

COME AND TRY EXHIBITION

The Leasure and Recreation department of the council are holding the above exhibition at the Music Hall from 10am - 4pm on Saturday 15th March. Offers of help, models, photos to Frank Skilbeck please.

SAFE FLYING IS NO ACCIDENT

An overview of the last three years with Tom Whittle, Chairman of the Accident Investigation Sub-Committee

A few months after the SMAE fees included members' flying insurance cover, the Council became very concerned over the number of claims that were being made. Because claims are directly related to accidents, an Accident Investigation Sub-Committee was set up with the purpose of finding some way to reduce the number of accidents that were occurring.

All the insurance claim forms were looked at very carefully to see if we could pinpoint any patterns. The attached analysis shows what emerged - that fixed wing radio controlled models are the biggest culprits and that cars parked close to the flying site are the major problem.

Note also the number of personal injuries that occurred in 1986 and that most accidents are happening at the flying site.

This information is made available to Council members by reports at Council meetings, and to club and area secretaries via the *Club Bulletin* along with advice on flying site layouts etc.

1987 showed a little improvement but that year also saw two *fatal* accidents involving flying models. A very sad year for all aeromodellers, something not to be repeated at any cost and resulted in a meeting between SMAE officials and other interested parties including a representative from the Civil Aviation Authority who informed us in no uncertain terms that if we did not get our act together then the CAA would do it for us with legislation.

1988 was better still, showing a downward trend and pleasing everyone, including the insurance company, and especially the CAA However, we must not sit back and think that we have cracked it; flying machines of any size cannot be relied upon to do what you want them to do all the time and if you are not careful 100 percent of that time, they will bite you hard, if not in the flesh then in your pocket.

The new Member's Handbook will be distributed shortly to all members and it includes a lot of good advice on how to avoid accidents. Read it thoroughly and remember what you read then act upon it.

Take note also of the proficiency schemes for model flyers, to achieve these high levels indicates a big step on the way to careful, safe, flying and that will avoid accidents.

Now these accident figures may not look like very much when considered against 22,000 known model flyers, let alone the thousands of other flyers of whom we know not. But if it ever happens to you ?

Take care:
Safe Flying
is
No Accident

	1986	1987	1988	Total
Total of Accidents Reported	38	32	25	95
Flying Sites				
a. Private Club	19	11	13	43
b. Public Access	15	18	7	40
c. Organised (comps, Fly-ins etc)	4	6	0	10
Aircraft Types				
a. R/C Fixed Wing	27	24	20	71
b. R/C Helicopter	4	0	0	4
c. R/C Glider	6	3	3	12
d. Free Flight Power	0	4	1	5
e. Free Flight Glider	0	1	0	1
f. Free Flight Rubber	0	0	0	0
g. Control Line (all classes)	1	0	0	1
h. Indoor (all classes)	0	0	0	0

Accident analysis for 1986-1988 according to flying site and aircraft type

		1986	1987	1988	Total
Third Party Involved	**Location**				
a. Personal Injury	On Site	15	5	4	24
b. Personal Injury	Off Site	0	1	1	2
c. Property Damage	On Site	0	2	0	2
d. Property Damage	Off Site	9	8	11	28
e. Car Damage	On Site	12	13	10	35
f. Car Damage	Off Site	2	4	7	13
Declared Cause					
a. Pilot/Operator Error		17	9	7	33
b. R/C Equipment Fail/interference		12	8	6	26
c. Organisation of Site		6	3	0	9
d. Others/None/Lack of Information		17	12	7	36
Considered to be at Fault					
a. Pilot/Operator		25	20	9	54
b. R/C Equipment Fail/interference		5	3	2	10
c. Organisation of Site		12	9	5	24
d. Others/None/Lack of Information		15	6	5	26

Accident analysis for 1986-1988 of resulting damage and probable cause

SAA INSURANCE COVER

At the Northern Area Annual General Meeting last November, a number of concerns were expressed regarding insurance cover. I hope the following will allay any fears.

1. The Insurance cover extends anywhere in the world and is a public liability policy providing indemnity to third parties in respect of a) accidental death or bodily injury to any person and b) accidental loss of or damage to material property. It also covers member to member liability (eg if my model injures you or vise-versa).

2. I have requested a copy of the current insurance policy from the SAA secretary, details of this will be supplied to any ADS member on request. The SAA is also looking into producing a member handbook which would contain such information, but this will be some time off yet.

Andy Thoirs

POTENTIAL 35mHz INTERFERENCE

(from the **Model Flyer**)

It has been discovered that radio interference may occur when two radio transmitters are operated on frequencies 23 channels apart. The problem appears to lie in the receivers, not the transmitters.

We have asked the Joint Radio Control Users Committee for their comments and an indication of their proposed action, as this could be a potentially hazardous situation.

Investigations are proceeding and the results of this will appear in the model press (and in this newsletter) as soon as any conclusions have been reached. At this moment in time, we are not certain how widespread, or how severe, this interference may be. Until further information is available, our purely practical advice would be:

When two radio transmitters are operated on frequencies 23 channels apart, ie Channel pairings 60/83, 61/84 and 62/85. It is possible that the higher channel in each pair will suffer interference.

To guard against this, anyone flying on 83, 84 or 85 should take two pegs from the frequency board eg flying on 83, take both pegs - 83 and 60.

Note that the lower channel of each pair eg, 60 in the pairing 60/83, will not be affected by this type of interference.

When possible, do an on-the-field interaction check with two transmitters on the appropriate frequency pairs (ie 60/83). If interference is found, please let our Technical Secretary have full details of the occurrence. Let him know the prevailing conditions, channels involved and the make and type of transmitters/receivers being operated. The Tech Sec's address is on page one of this newsletter.

ELECTRIC FLIGHT GOODIES

As I have decided to join the Sonata E club and didn't want to use my electric variable speed control or a micro switch, I looked around at the various relay type switches available and eventually settled on a FLEET FPS-10B RELAY SWITCH. This is a fairly simple type switch and requires a separate flight pack and receiver nicad. The unit is rated at 16 amps at 30 volts rising to 24 amps at 7.2 volts, more than enough for our application. Indeed a slightly cheaper unit rated at only 8 amps (instead of 16 amps) is available.

The relay is energised from the receiver battery and consumes 80 mA in the ON position but only 3 mA when in the OFF position. Bearing in mind the short ON periods, this is acceptable.

A particularly neat feature of the unit is the connections for the power leads, rather than using fly leads a connector block is built onto the circuit board and this gives a very neat installation. Provision is also made to allow a motor brake to be installed.

This unit is quite small (about the size of a servo) and is supplied with a case. It is available with receiver plugs to suit FLEET (XP/FM, PCM or CUSTOM3) or FUTABA, JR and ACOMS MK.II. It is a very reasonably priced at £12.95 with the 8 amp unit being £1 cheaper.

Frank Skilbeck

VINTAGE GLIDER CLUB

the Vintage Glider Club

The Club arose from the wish of the vintage glider owners at the very successful first International Vintage Glider Rally at Husbands Bosworth in 1973 to encourage the preservation of worthy gliders of the past, particularly by the ownership and active flying of these machines.

Associate membership is available to those who wish to support the activities of the club, and Associate members are very welcome at Rallies.

Rallies are organised in conjunction with local groups several times each year, and International Rallies are held annually in sequence. Cross country flying on suitable tasks is arranged.

A quarterly magazine is issued to members, and there are occasional technical articles about gliders of historic interest.

The club endeavours to keep subscriptions as low as possible but those that can afford it are encouraged to make donations towards the running costs of the club.

Vintage Glider Club membership details and list of events may be obtained from Dave Norris.

NEW THERMAL SITE

A few weeks ago Dave Norris and I went on the hunt for a new flat field site. We had in mind a field which had to be large enough to hand tow in any direction and situated at least five miles inland from Aberdeen. An easy task you would think with all that green farmland stretching as far as the eye can see! After four hours driving we came up with only two possible sites, both not far from the Garlogie-Banchory Road. The main problems in locating the ideal site being the following:-

1. **The Field.**

   It has to be large (at least 250m by 250m), flat and most importantly, covered with grass!

2. **Electricity Pylons.**

   The land seems to be covered with these model attracting obstructions.

3. **Farmer's Permission**

   After finding the field comes the hard part, - walking up to the farm door and being told by his wife that's him, down there, over that ploughed park, up that hill in the JCB. On the whole all the farmers we spoke to seemed quite open to the idea of using a field for our uses.

By the time you read this we should have test flown from one of these sites and will report to the membership in due course.

Andy Thoirs

SOARING COMPETITION CLASSES

One point that has been raised at the last two AGM's is a request for details of the various competition rules to be published in the newsletter. Well just in case there is still any members who like me not so long ago hadn't a clue of the difference between F3B,F3F,Open,%slot,100S etc., I've done some digging, and the following is a brief outline of the various flat field class rules, without getting bogged down in pages of small print:

1. **F3B**

   F3B is the 'formula one' of competitive thermal soaring, and carried out on an international scale every other year, and as such ADS currently have no plans of entering a team! However F3B is interesting in that it is at the forefront of model development, and has spin-offs at club level, particularly in construction techniques.

   F3B - often referred to as Multi-Task Soaring, requires the completion of three separate tasks; duration, distance and speed by the one model, the only change to the model allowed being changes in ballast. Powered winches with 400m lines are used for the launch in each event.

   The duration task is flown against a number of other competitors and is based on a 9 minute 'slot time' (see open class), however with a maximum score of 360 for a free flying time of 6 minutes, with one point deducted for each second over. Extra points, up to 100 points are added for landing preci-

sion. At the end of the duration round, the winner receives 1000 points, with other competitors receiving a percentage in proportion.

The distance task is flown individually by completing as many laps as possible between two pylons in a 4 minute period, with one launch. This task must be completed within a 8 minute total slot time. The scoring is similar to the duration task with the highest number of laps receiving 1000 points.

The speed task is flown individually with a 5 minute total slot time, each competitor must complete 2 laps of the pylon course in the fastest possible time. Again the fastest time receives 1000 points with other competitors receiving pro-rata points.

A minimum of two rounds is flown (each task twice) and the total score is the sum of each task score.

Very high-tech winches are used for F3B, competitions being lost and won on the power of the winches, exploiting the rule details to achieve the maximum launch height.

2. **Open Class % Slot**

Open Class soaring is the standard thermal event run within the BARCS league at club levels. The competition is basically a duration event and the model design is 'open' to virtually all model glider types, the only restrictions being:

2325 sq. in. maximum wing area.
5 Kg maximum weight.
4 oz/sq.ft - 24.5 oz/sq.ft wing loading.

Launching is by a 150m hand tow line.

A minimum of three rounds are flown by each competitor. Each round is divided into time slots in which a number of pilots compete. Each time slot is 10 minutes long and the start and end signalled by the Contest Director. Each competitor may launch at anytime after the start of the slot, and flight duration timing is started from the moment of release from the line and ends on landing, one point per second. A 30 point penalty is deducted for overflying the slot time up to one minute, with zero score thereafter. A bonus of 50 points are awarded for landing within a 25m diameter circle.

The winner of each slot receives a score of 1000, the other competitors within the slot receiving a percentage of 1000 based on the ratio of their total slot points to the slot winners points.

At the end of the rounds, a fly-off comprising a further two slots of 15 minutes between the highest scoring competitors is run to determine the overall winner.

I think thats all I've got space for this issue, what about **100S, Scale Thermal** and **Electro-Slot,** not to mention slope classes? To be continued!

Richard Holt