ABERDEEN AND DISTRICT SOARERS

Newsletter No.43

December 1990

Whitlam Farmhouse
Newmachar
Aberdeen

YOUR NEW ADS COMMITTEE FOR 1991

Chairman/Safety Officer..... Jim Anderson 641110
Treasurer/Membership/Newsletter Editor ..... Richard Holt 06513 2777
Secretary..... Andy Thoirs 712008
Competition Secretary ..... Brian Ord 698449
Social Secretary ..... Jim Masson 896794

EDITORS COMMENT

Well at last another newsletter out to the post box. My apologies to those who may be thinking that the ADS rag has been discontinued. I've been so busy at work this last few months. Further evidence of this is the still yet incomplete 4M Algebra! Well now with a bit of a break at Christmas I'm determined to get another issue out. You can thank the bad weather for that - flying takes priority over editing, although the building will have to wait. I'm sure you'll forgive this mostly photocopied issue, in the interests of expediency, and to allow you to get your club fees back quickly, and continue your insurance. Hope to get back to the desk top publishing next issue.

Wishing you all a happy and successful New Year

Richard Holt

CHAIRMAN'S REPORT

Well - winter has set in with a vengeance - here we have a Christmas and New Year break of two weeks for some of the more fortunate of us, with not one day so far anything like reasonable for flying. The silver lining is that it gives us a good period for building, in between the turkey and TV programmes!

We tried an experiment for the AGM - the committee didn't phone around members to let them know about it for a change - we let you rely on your own diaries. Result? Five committee and seven members turned up. Turn the page to read the drama which you missed!

Further on you will find the programme of events for 1991. It was felt that limiting the club competition calender to a two day Fly-In at Hazelhead proved very successful last year, despite the weather, and we intend to repeat this format again for next year.

Don't forget the two club indoor evenings at the Cammachmore - on 19 February, a Bring and Buy sale, so bring along as much as you can to sell, and, on 26 March, the Indoor Glider comp (duration and spot landing - any size and shape - so long as it will fly in the function room at Cammachmore).

Before closing, may I take this opportunity to welcome Brian Ord to the committee, and to thank Dave Norris, who is stepping down, for his work over the past few years. Thanks Dave for your assistance.

Well before this gets too long winded, lets hope that we pool our efforts to make 1991 as successful a year as this one has been - happy flying.

Jim Anderson

P.S. Please try to bring along you unwanted planes, R.C. equipment engines & accessories to the Bring + Buy - the more the better. (No selling before the sale!)

MEMBERSHIP FEES

You will note from the AGM minutes that it was agreed to increase the club fees to £6 and £3 for senior and junior members respectively. The SAA have also increased their fees for 1991. The new SAA fees will be £12 for Seniors and £5 for Juniors.

Please return the enclosed membership renewal form with your 1991 fees. Promptness will guarantee you remain insured, and reduce my hassle in processing insurance applications in dribs and drabs.

Wishing you all a happy and successful New Year

Richard Holt

THE YEAR AHEAD

Date	*Place*	*Event*
Jan 24	Stead Inn, Potterton	Talk on models from Howard Foureof Ripmax. Organized by GTI Models.
Feb 19	Cammachmore Hotel	Bring and Buy sale plus Video.
Feb 23 (Sat)	Slope	Fly-In
Mar 26	Cammachmore Hotel	Indoor Comp.
Mar 30 (Sat)	Slope	Fly-In
Mar 31	Seaton	International Postal Challenge
Apr 7	Knock Hill	Knock Trophy
Apr 21	Montrose	Fly-In
Apr 28	Glencraig	Open - 100S - Electric
May 25/26/27	Middle Wallop	Radioglide 91
Jun 8/9	Hazlehead	North East Glide-In
Jun 16	Montrose	Fly-In
Jun 23	Glencraig	Open - 100S - Electric
Aug 3/4	Pitrevie	Scottish Soaring Nationals
Jul 6/7	Hazlehead	Bon Accord Fly-In
Aug TBA	Stead Inn, Potterton	Family Barbecue
Sep 14/15	Loch Inch	Water-Plane Fly-In
Sep TBA	Huntly	Taylor Trophy
Oct TBA	TBA	Dinner Dance
Nov TBA	TBA	AGM
Sep 8	Seaton	International Postal Challenge

Tuesday Evenings

Every Tuesday evening starting 30th April, weather permitting, at Seaton for use of club winches, bunges, electric flying, beginners tuition etc. Fun Flinger competition first Tuesday of each Month.

ADS AGN - 13 NOVEMBER

Minutes of AGM, held at Cammachmore Hotel, Tuesday 13th November

Chairman's Report

Jim Anderson gave a summary of the club's year. He regretted that there has not been enough contact with the Stonehaven members. Would arranging one or two dates for Fourdon help bring us together more?

The summer event at Hazlehead was a major success.

The membership roll is down this year (by 3), up in quality!

Safety-wise there have not been too many incidents this year.

Jim apologised for the menu at the otherwise very satisfactory dinner-dance. Apparently there was some confusion over the menu and the committee in fact specified a cheaper meal than they thought they were ordering. Hence the lack of a starter, sweet and coffee. Sorry, we'll get it right next time!!

ADS members have attended a number of competitions and other events with some success, both locally and further afield. Richard Holt was the furthest-travelled, having gone to Oxford to fly at RadioGlide.

The club have applied to the SAA for a set of radio equipment to be used for training purposes. We expect to be successful in this application.

Jim proposed that we send a letter of thanks to the Taylor family for organising their events over the year, particularly the Taylor trophy. Andy is to write.

On behalf of Jim Masson as social secretary, Jim A. reported that the various social evenings arranged over the year had been a great success. He thanked Ian Cowieson for his generosity over the year in providing various prizes.

In closing Jim gave his thanks and those of the club to Richard Holt for his sterling efforts as newsletter editor. The quality of presentation rivals professional publications.

Treasurer's/Newsletter Editor's Report

Richard Holt reported that the third newsletter of the year was due out soon. He apologised that there had not been more issues this year but without material he cannot produce a newsletter. He asked members to send in any contributions they could.

Richard presented a draft set of accounts for the year. These were accepted on the proposal of Brian Ord, seconded by Norrie Kerr.

Secretary's Report

Andy Thoirs thanked everyone who helped with the club event at Hazlehead. He intends organising the same event for the forthcoming year, provisionally the weekend of 29/30th June, council permitting.

Andy has written to Aberdeen District Council asking them to inform us of any area of land that we could use. He has not as yet received a reply so he will be re-contacting them.

Westhill - Gordon District Council are providing a 15 acre sports site with pavilion and have invited applications for its use from interested clubs. We are to make an application as ADS is in fact affiliated to the Gordon District sports council. Graham Donaldson raised the point that the site is not far from Brimmond. It will be necessary to work out some agreement should the two sites turn out to clash with one another.

Andy repeated the message that we are still on the lookout for good flying sites.

Comp Secretary's Report

Dave Norris apologised for his infrequent appearances of late. However personal and work commitments have prevented him from taking much part this year, and he had even missed the Hazlehead event.

However, Dave asked that any members interested in seeing a few different faces on the flying field, and who fancied the idea of the occasional change of scenery should consider going to one of the competitions held in Glencraig in Fife, and elsewhere. These are always very enjoyable social events and one need not be a great competitor to take part. The pressure is as much or as little as one cares to impose upon oneself. If anyone wants to come along next year they should let Dave know and we will arrange to find them a place in a car.

Election of Committe Members

Dave Norris was standing down having completed the maximum three consecutive years on the committe. The other committee members indicated that they would also be willing to stand down should members so wish. Graham Donaldson proposed that the four remain and that Brian Ord be elected to replace Dave. This was seconded by Norrie Kerr and passed unanimously.

Jim Anderson proposed a vote of thanks to Dave for his services on the committee over the last three years.

SAA

Graham Phillip gave a brief report of the Northern area AGM held in Montrose on 28th Oct.

There was some discussion on the subject of publicising the AGM. Affiliated clubs had been notified in advance by letter and Andy had posted a notice in the model shop. However it was felt that the AGM date should have been published in the SAA newsletter itself, well in advance.

Next year we will ensure our own AGM is held before the Northern area SAA AGM. The committee is to write on behalf of the club to request more notice and an agenda in time for next year's SAA AGM.

Budget for 1991

Jim Anderson proposed an increase in club fees to £6 for adults and £3 for juniors (an increase of £2 for adults). He was seconded by Richard Holt and the motion was passed unanimously.

This coming year we will need to purchase a new winch battery and possibly a new bungee.

Tom McPherson suggested that the club consider the purchase of a frequency scanner. Andy Thoirs is to write to the SAA to see if they would be willing to provide one to the club.

SAA Safety Certification

Dave Norris reported that it was hoped to be able to arrange a date in April/May/June when a couple of SAA examiners would come to Aberdeen to carry out certification. It is important if these people are to give of their time and travel a fair distance to Aberdeen that the turnout of ADS fliers is as high as possible. Four of our members have already passed the Silver level. If any of them gets to Gold we will be able to carry out certification within the club.

Richard is to publish a copy of the SAA soaring safety certificate requirements in the newsletter.

Flying Field

The committee are to investigate the feasibility of getting our own field. However apart from this we are always on the lookout for a decent field to use. If anyone comes across any they should let the committee know.

Insurance

The question was raised as to what constitutes a valid flying field in terms of the SAA insurance. Andy is to check this with the SAA.

Rising Star of 1990

The trophy for the member who has made the greatest progress over the last year went to Ian Cowieson.

Miscellaneous

Ian Cowieson told us that he had been talking to the owner of the Stead Inn at Potterton. There is a field next to the pub which we could use on a mutually agreeable date for flying and for a barbecue (so long as we use the pub as well!). This could provide a good family day out.

Further to the above there is to be a talk by a Ripmax representative at the Stead Inn on the 24th January next year. Details to follow.

Ian is on this year's Bon-Accord display sub-committee. The Sunday afternoon is to be given over to local clubs to mount displays and they would like ADS to take part. Ian would like to see as much input as possible from ADS for a 30 minute slot. The event is to be well publicised in the press.

Richard Holt suggested that assuming we get a set of radio from the SAA and have a plane for training beginners, one person be nominated to be responsible for looking after them. Jim Anderson volunteered to take this role and also generously agreed to allow his well-known 'Elephant' to be used as the club trainer.

Dave Norris

SAA AGM - NORTHERN AREA

NORTHERN AREA SCOTTISH AEROMODELLERS ASSOCIATION

Minutes of Annual General Meeting held at the Montrose Model Aircraft Club clubroom on Sunday,28th October 1990 at 2pm.

ATTENDANCE:Sixteen members from Aberdeen Aeromodellers,Aberdeen District Soarers and the Montrose,Dundee,Elgin and Spey Valley Clubs.

APOLOGIES:Moira Watson.

MINUTES OF ANNUAL GENERAL MEETING HELD ON 29th OCTOBER 1989:These were proposed for acceptance by C.Ganley and seconded by D.Ford.

MATTERS ARISING:a]A frequency monitor has been purchased for the Northern Area.

b]The Secretary informed the meeting that the Broomfield Trophy remains in his possesion.

CHAIRMAN'S ADDRESS:The Chairman reported that once again it had been a successful year with a good attendance at fly-ins,the Montrose event for example attracting around 40 fliers.Unfortunately the weather was bad for the Bon Accord and problems were also encountered with long grass and a late change of date,outside the control of the organisers.Although not an S.A.A. event the Loch Insh splash-in lived up to expectations and as usual was well attended.The Scottish National Helicopter Championships were also held in Aberdeen in June.Unfortunately this clashed with the Montrose fly-in and the Chairman felt that care should be taken in the future as far as possible to avoid major events taking place on the same day.Finally the Chairman mentioned the Montrose Airfield two day event which was attended by over 50 full size aircraft.

TREASURER'S REPORT:The Treasurer reported a balance of £205:45.For the future he suggested that Northern Area events should be self supporting and that the practise of charging a transmitter fee which has lapsed should be reintroduced,any profits accruing being made over to the Northern Area.

SECRETARY'S REPORT:The Secretary said that he had been attending Council Meetings as Northern Area Representative.He then drew the attention of the meeting to a number of matters.The Council has decided that the S.A.A. membership card will include only basic data and that the calender of events will appear in the Newsletter.This will allow membership cards to be sent out early in 1991 which has not been the case in the past.The training scheme has proved to be popular despite initial reservations in some quarters and further sets of equipment will become available in 1991.A number of Council Members will be standing down at the end of the year in particular the Chairman whose successor will be elected at the Annual General Meeting in December.

A number of accidents have been reported to the Council.A disturbing feature is that in two instances these involved damage to cars [both at the same club].A more serious and potentialy fatal accident occured when a pilot was struck in the back by a model which was landing 'dead stick'.A contributory factor would appear to have been that the pilots were not standing in a group as should be standard practise.

ELECTION OF OFFICE BEARERS:The Secretary said that he would prefer to stand down as Northern Area Representative and that Colin MacLean of the Dundee Club had agreed to undertake this task if elected.The Chairman thanked the Sceretary for representing the Northern Area and asked the meeting to show their appreciation in the usual way.Colin Ganley also said that he wished to relinquish the post of Vice Chairman.

The following office bearers were elected unopposed:-

CHAIRMAN:G.Philip.
VICE CHAIRMAN:W.Young.
SECRETARY:J.B.MacGillivray.
TREASURER:A.Kennedy.
SAFETY OFFICER:I.Morrow.
NORTHERN AREA REPRESENTATIVE:C.MacLean.

EVENTS FOR 1991:These will be much as before and will include fly-ins at Fordoun in April and Montrose in June.Organisers and Clubs are to notify the Secretary of dates and other relevant details before the A.G.M. in December.

ANY OTHER COMPETENT BUSINESS:a]Colin MacLean said that the Dundee District Council were hoping to organise a flying display along the lines of the Bon Accord to be held next year and that he would probably be contacting Northern Area Clubs in due course.

b]The Chairman said he would like to see a greater contribution to the S.A.A. Newsletter by the Northern Area.

c]It was agreed that the Northern Area Committee should meet before the start of next season,provisionaly at Montrose on Sunday 17th March.

d]It was suggested that next years A.G.M. might be held further North,perhaps in Aviemore.The Committee will give the matter their consideration in due course.

There being no further business the Chairman closed the meeting at 4pm

J.B.MacGillivray,
Secretary,
Northern Area Scottish Aeromodellers Assocation.

ONE FLY POWER PLANE!

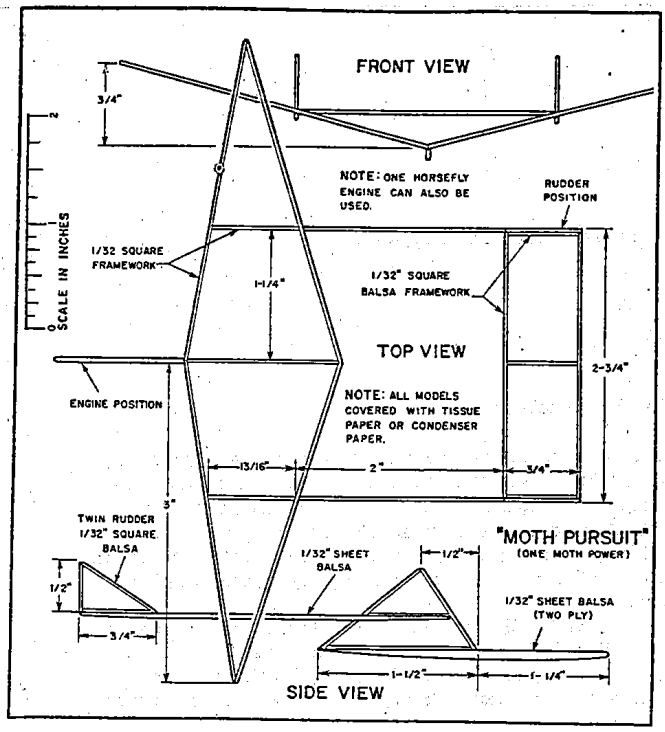
We thought that, with the Indoor Comp. coming up, the following article extracted from the archives may be of interest. The article gives some great alternative methods of putting these annoying flies, wasps etc. to use, rather than swatting them!

Now, if I can only find a way of getting some flies in March, rather than Summer.....hmm!

Thanks to Flying Models Aug. - Sept. 1990 issue

PS Can this be construed as Cruelty to Dumb Insects??

Jim Anderson



Designs should be kept to minimum weight. Use light tissue, condenser paper, or best of all microfilm — if available. Fly 'em indoors!

INSECT-O-FLIERS

By Paul DelGatto

"Musca Domestica" Powered

With the warm weather rolling around, we will soon be seeing ads on "pest control," with the emphasis on how to get rid of them and still be around yourself.

This, however, is the old system; what we are advocating now is an entirely new theory. The idea is to put them to work for us, so that they might enjoy a useful life and not be regarded as a neighborhood nuisance.

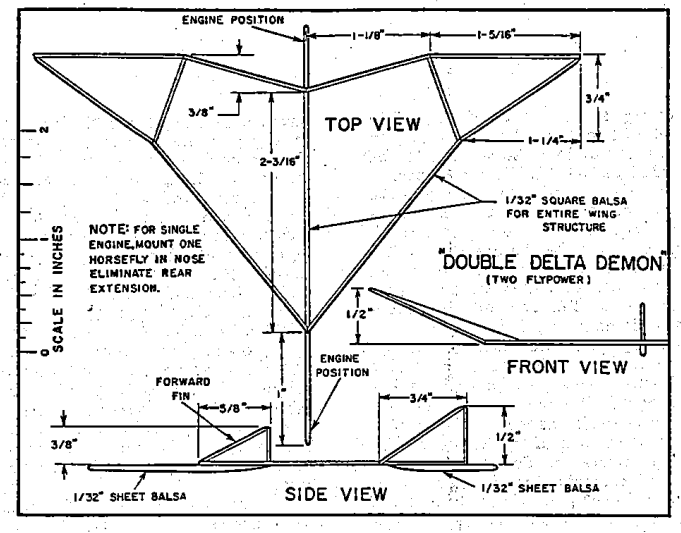
Model builders the world over, have been leading the fight advocating this new concept. Rather than kill, maim or swat, they have been catching and hoarding them for use as engines on miniature aircraft.

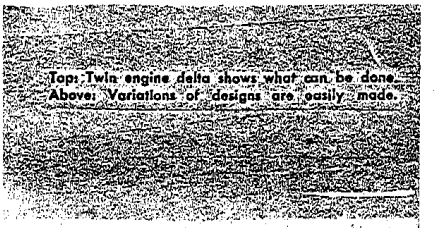
Just think what would happen if every household were to use flies for such a purpose. True, we would have many more model builders, but then the flies would be so busy flying, they wouldn't have time for breeding. Thus in the span of a few short months we could make the fly extinct. This would be a valuable service to mankind and if successful, can be pursued with other type insects that lead a useless and damaging existence to mankind.

For the ardent builder, fly-power has opened up the door to a vast new field which in technical language is now called "Insectonautics." Just as Aeronautics refers to the science of flight through the air of general aircraft, as we have come to know them: Insectonautics refers to the science of insect flight.

No more will a model builder have to purchase engines, vast quantities of material and fuel by the gallon. No sir, all he would need now is a small bottle, a few crumbs, and about 25 cents worth of material which should be enough for about a dozen models. Insectonautics is still a challenge for it is a virtually new field filled with interesting possibilities.

The ingenuity and versatility which





Top: Twin engine delta shows what can be done. Above: Variations of designs are easily made.

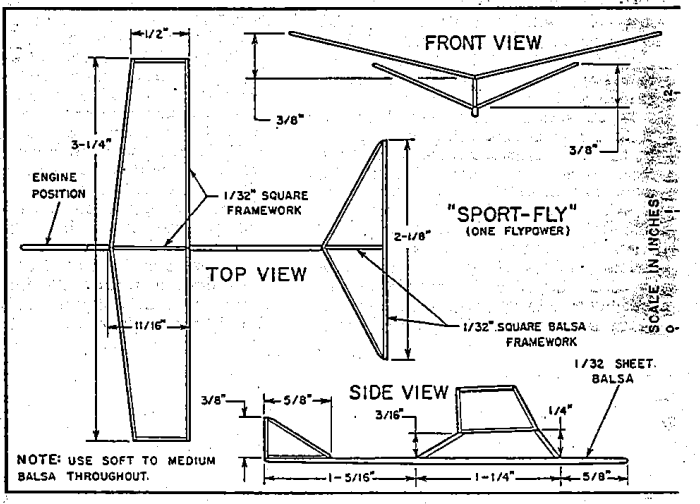
can be incorporated into a model is unlimited, as is the variety of stunts that such models are capable of. What's more, many of these stunts cannot be duplicated with larger models or even full scale planes. Many is the time, our models have landed on the ceiling, or just climbed up the side of a wall. They can hover, dart away rapidy, bank sharply, do snap rolls and slow rolls, immellmans, chandelles, lazy eights, outside loops, inside loops, square loops, and almost anything else you can think of. Of course, "Musca Domestica," the common house fly, is not the only type of model airplane powerplant we can use. In all probability there are hundreds of other insects that might lend a wing. However, we shall mention only a few that we have had experience with.

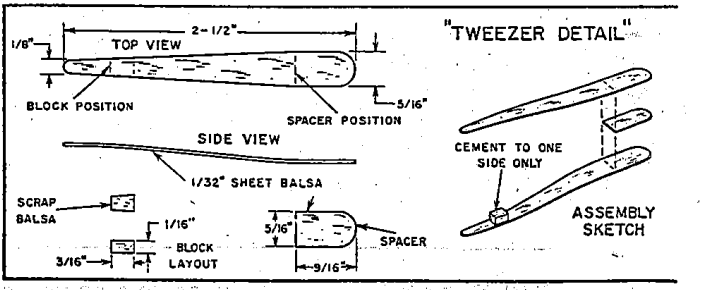
The horsefly which sometimes has a wingspan of more than an inch, makes an excellent power plant, and can handle a model as much as 7 inches in span, if it is light enough. Make the model small enough and he'll whistle by your ear, not unlike a proto racer.

The most interesting powerplant we have used, is the blue bottle or blow fly. He can be recognized by his shiny green back and the loud buzzing sound when he is within range. What we like about him is that you can hear the "roar" of your engine as it passes by in full view.

The moth offers other interesting possibilities and is perhaps the most unusual flier of all, as it can fly backwards, forwards, sideways as well as hover. Select one with about an 1½" wingspan and he should motivate a plane of about a 9" span.

Bees might make a pretty good powerplant, but we don't aim to try. They say that the male bumble bee cannot





To avoid injury to the powerplant, build a pair of balsa tweezers, with a limit block. Release insect at the end of the days flying, or you'll have to stand the expense of the engine's dinner.

sting, but being laymen in the field of entomology we wouldn't know one bee from another.

The experience we have had in the field of Insectonautics has prompted us to outline a set of rules and classifications for such models. We hope they will foster such activity, and eventually lead to their adoption in some form, by the governing bodies of model aviation throughout the world. The rules are simple, to encourage the embryo Insectonautical designer and builder to enter into this exciting sport.

We feel there should be four classes: The first class limited to Musca Domestica and the models anywhere from a 3" to 5" wingspan. The second class would be limited to the horsefly and the models will require anywhere from a 5" to 7" span. The third class is for moth power only, with the models measuring 7" to 9", tip to tip. The last class, which we think might be the most popular, would be the "Unlimited Class," and this would be open to all types of insects and to multi-engine designs.

In all classes there should be no weight restrictions. The event could be of an endurance nature, where the flight time of the model is recorded from take-off until it lands anywhere, whether it be on the ceiling, floor, or side wall or any stationary object.

Another exciting departure from a strictly endurance event is a Cargo event. In this type of event the model will have to carry cargo, which might be in the form of clay, since it can be easily affixed to the model. The model will have to take off and stay in the air for at least 20 seconds, to be recorded as official. We might permit at least six attempts depending on the number of contestants, and the heaviest cargo lifted for the required minimum time will be the one that is officially recorded; providing the model has not been damaged upon landing. Of course, all this type of flying must be restricted to an indoor area.

Getting on to the building and flying of such models, there are a few interesting facts that are worth keeping in mind. The models must be light, otherwise performance will be limited and the life span of the insect will be greatly shortened. For a lightweight covering material that is easy to apply, condenser paper is just about the best. If you have not had any experience with such material in the past, you might start off with some lightweight tissue paper covering, which is available in local hobby shops.

Do not use excessive cement on the joints, as every bit of weight serves to limit performance appreciably.

In preparing insects for mounting it will, of course, be necessary to hold them in some manner. The way we have found to do this best is with a pair of tweezers easily constructed of balsa with a limit block near the tips, to prevent the insect from getting squeezed too hard. A typical pair of tweezers is illustrated on the plan.

At first, mounting the insects will seem rather ticklish, but you will soon find it easy. About the best way we have found is to put the "Powerplants" in a jar in the refrigerator or some similar cold container such as used on picnics. Keep them in for about ten minutes, and while they are dormant, cement in position. See that the legs are free, for on many insects, the legs automatically control the operation of their wings, and that plane will just sit and vibrate, unless that insect is really flapping.

When he is installed and ready for flying, breathe on him until he warms up and starts flapping. Set the model down and let him R. O. G., but be certain that all outside doors are closed, as the performance is only limited by the specimens physical endurance. Adjust the thrust as necessary.

To this date all our efforts have been directed toward free-flight models. But for those of you, who are controline addicts, you might try working up some sort of tethered arrangement, where a line is fastened to a center post and the model flies in a limited area. The problem, of course, is getting some lightweight type of line. But wait, that's your problem, not ours! We have had enough for now.

BILL OF MATERIALS
(Balsa unless otherwise specified)

(1) 1/16" x 1/16" x 9" (soft) .....Fuselage sticks
(1) 1/32" x 3" x 9" (soft .....Fuselage sticks; complete wing and tail frame; tweezers.
Condenser or lightweight tissue paper for covering; cement; variety of insect engines. ●

GLIDER PLANS The following two pages show the range of Scale Glider plans by Cliff Charlesworth

NEW - Ka 6E 1/4 SCALE 3.75M SPAN
PLANS £13.00 + £1.00 P+P
CANOPY £7.50 + £1.50 P+P

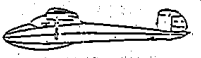
January, 1990

SCALE GLIDER PLANS
by Cliff Charlesworth.

All my scale gliders have 4 functions, proven performance, and are suitable for both slope and flat field operation.

Ka3 ¼ scale, 2.50 metre span, 'V' tail.

A rare little bird indeed reproduced at ¼ scale to give you one of the finest small sailplanes today. Its performance is great. Definitely one for your collection. Plans on 2 large sheets.
£12.00 per set + p/p



Ka8 ¼scale, 3.75 metre span, Class 1 Scale.

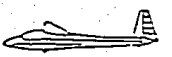
A lovely docile sailplane with fully built up structure. Plans on 2 large sheets.
£13.00 per set + £1.00 p/p
Canopy £9.50 + £1.50 p/p

ASK 13 ¼ scale, 4 metre span.

If you like building large gliders, this is the one for you. The most popular 2-seater in Europe. Plans on 2 large sheets.
£15.00 per set + £1.00 p/p
Canopy £11.50+ £2.25 p/p

ASK 18 ¼ scale, 4 metre span.

Probably the most interesting scale subject ever built from scratch. Its very efficient performance makes it hard to beat in competition. Plans on 2 sheets.
£13.00 per set + £1.00 p/p
Canopy £9.50 + £1.50 p/p



GRUNAU BABY 2b ¼ scale, 3.39 metre span.

A superb example of vintage scale. Its performance will impress you. Fully built up structure. Plans on 3 large sheets.
£14.00 per set + £1.30 p/p.

HUTTER H17 1/3 scale, 3.3 metre span.

Lovely vintage floater, light yet tough. A model of the popular alpine soarer by Wolfgang Hutter. Plans on 2 sheets.
£13.00 per set + £1.00 p/p

DFS REIHER 11 ¼ scale, 4.75 metre span.

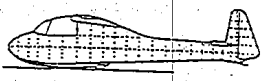
Design origin Germany 1938. One for the enthusiast who loves building. Very rewarding on flight performance. Plans on 3 very large sheets.
£16.00 per set + £1.50 p/p

OLYMPIA 2b (DFS MEISE) ¼ scale, 3.75 metre span.

Design origin Germany 1939. Performs extremely well. Plans on 2 sheets.
£13.00 per set + £1.00 p/p
Canopy £5.50 + £1.20 p/p

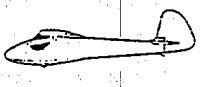
LO 100 ¼ scale, 2.50 metre span.

A scale model of the world famous aerobatic sailplane. A lot of fun to fly. Plans on 2 large sheets.
£12.00 per set + £1.00 p/p
Canopy £9.00 + £1.50 p/p
Photo Documentation £6.00



MU13 D3 ¼ scale, 4.00 metre span.

Design origin Germany 1937. A Super5 light-weight model of a very famous German soarer.
Plan on 3 large sheets.
£15.00 per set + £1.30 p/p



JUNIOR 1 Freelance, Not Scale, 56" span

2 function beginners model.
Plans £2.20 post free.
SENIOR 125" Span Thermal Soarer, similar shape to Junior. Plans £6.50 post free.

T61 FALKE Motor Glider, 1/4 scale, 3.75 metre span.

Suitable power units .45 - .80 cu-inch.
An excellent performer both under power and on the glide.
Plans on 3 large sheets £16.00 per set plus £1.30 p/p
Cowlings and Canopies are available.

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Thank you for your letter. Please make all payments to me by cheque or money order. Thank you Cliff Charlesworth

INTERNATIONAL POSTAL CHALLENGE Didn't Scotland do well. Another IPC is scheduled for March, Contact Brian Ord for further details.

INTERNATIONAL POSTAL CHALLENGE

SEPTEMBER - 1990

Hello to all members of the I.P.C. Family.

It's the 1st of November. and the results from all six teams have been received in time. Kales' results were the last to arrive (yesterday), and for a while there I thought that the USA team may have missed the event for the first time in the history of the IPC. That would have been a shame, since they remain the only team to have participated in all events since Day 1.
The results have been very encouraging, with at least 49 competitors taking part this time around. Some of the individual scores were outstanding, and 2 in particular deserve a mention :-

Andy Lewis, from Scotland, flying his own-design "Montana" was the highest scoring competitor, with a total of 4793 pts. That's not too bad from a possible max. of 5000. Andy nailed the spot on 4 out of 5 flights, and was less than 2 metres out on the one that he "missed". His average flight time was pretty healthy as well at 5:42 per flight.

Andrew Lightfoot, from South Africa, is a candidate for the IPC "Hall of Fame", with the distinction of being the first person in the history of the event to nail the spot on all 5 attempts. We all know how difficult it is to land on the spot at the best of times, but to do it 5 times in a row defies the odds.
Congratulations to you both !!!

All teams reported that they had trouble fitting the event in to their schedules, either due to poor weather or other contest commitments. USA & New Zealand were not able to fly all 5 rounds, and their scores reflect this. Do any of you think that 5 rounds is too many ? I hope not, but let me know. The flexibility of the flying dates should allow you to complete your rounds over 2 weekends if necessary. The Australian team had to do exactly that back in April this year, when a thunder-storm washed us all out after only 3 rounds; we ended up completing our rounds two weeks later, but still within the prescribed time.
Just to refresh your memories, we fly the LAST weekend in MARCH and the FIRST weekend in SEPTEMBER, with rain-out dates up to four weeks after those dates: 5 rounds of Task A Duration; top 5 scores to make the Team Score; results to reach me by 30th April and 31st October. If you wish, you may send your scores to me by Fax/Facsimile/Telefax at the following number 24 hours a day : 61 7 252 5640.

RESULTS

Country	No. of Competitors	Team Score	Place
SCOTLAND	12	21.872	1
S.AFRICA	5+	20,548	2
N.IRELAND	8	18,714	3
AUSTRALIA	8	18,674	4
NEW ZEALAND	5	15,151 (4 rnds)	5
U.S.A.	11	12,213 (3 rnds)	6

Congratulations to "Team Scotland", and thanks to all other teams for competing. The concept of the Postal Challenge seems to be very popular at the moment. Kale has asked if we can include another team from the USA in the next event, and I can see no reason why not.
We have a few new members in our own Brisbane Model Soaring Club, and hopefully we can instill a bit of team spirit in them and get them to compete in the next Challenge.

Here's what you all had to say about the September Challenge:

SCOTLAND

Event flown on 16th September in less than perfect conditions: flat calm with total heavy cloud cover. Only very light lift that tended to fade out. Three fliers used F3J (open class) models, while all others used 100s (Standard class) models. All enjoyed the Challenge and plan to include it in next years contest calendar.

from BRIAN A SHARP

SOUTH AFRICA

Wondering if we'd ever get to fly the Postal- the weather has been foul - weekends either wet or windy. However, come Sunday 23rd, somebody blew it and things looked promising. A light wind blowing but decided to give it a go rather than risk missing out altogether. It turned out to be a lovely morning. The breeze stayed gentle (the weather fore-casters promised a "gale force southeaster" the night before) [No, John, they're no better at forecasting over here in Oz].

SOUTH AFRICA (CONTINUED) Andrew Lightfoot took great delight in pipping his father John, and at the same time setting the record for 5 spot landings out of 5. It turned out a warm day which everyone enjoyed, and we all look forward to receiving the scores from around the world.

from JOHN LIGHTFOOT

Nth IRELAND Due to poor weather conditions, and the end of our competition calendar, we finally flew the Challenge on Sunday 23rd September. The weather was mild with a light breeze, while thermals during the flights were patchy and weak. As usual there were some great thermals after the 5 rounds had been completed. We all enjoyed the challenge, and found the rules an interesting change to our normal Duration type of event (F3J)

from TRACEY BOYCE

AUSTRALIA We flew the event on 16th September. Weather conditions for thermal soaring were less than ideal, with a good 15 knot southeaster blowing, half cloud cover, 21 degrees C, and very patchy lift. Our big problem was that with a 15 knot southeaster, everyone wanted to adjourn to the local slope, and couldn't get away quickly enough. (Not what you'd call great team spirit, but at least they stuck around until we all had the 5 rounds flown.) I expect a little pep talk before the next Challenge may result in a better score from us.

from GARRY JORDAN

NEW ZEALAND We have used the flights from a 4-round contest we hold each September, but didn't have time for the 5th flight. Good weather, light northerly, big lift followed by big sink.

from GLEN SPACKMAN

U.S.A. The weather was great until about 11:00 when thermals became scarce as the wind picked up. Temp approx. 85 degrees F. We had 11 participants and a great time was had by all.

from KALE HARDEN

Kale also writes that his lovely wife Audrey is on the mend after surgery and comments that "it sure is hell to get old!" I'm sure I speak for all participants in the Challenge when I wish Kale & Audrey all the best, and Audrey in particular a speedy and full recovery.

INDIVIDUAL SCORES

1	ANDY LEWIS	4793	-*-	22	ANDY THOIRS	3484
2	BRIAN SHARP	4664	-*-	23	TRACEY BOYCE	3477
3	ANDREW LIGHTFOOT	4385	-*-	24	BARRY HILZINGER	3396
4	JOHN LIGHTFOOT	4246	-*-	25	RICHARD HOLT	3317
5	COLIN SPARROW	4228	-*-	26	IAN RAWLINGS	3198
6	CHARLES SMITHEMAN	4135	-*-	27	JOHN WALTERS	3191
7	PAT SPEIRS	4102	-*-	28	JOHN ANDERSON	3173
8	DOUGAL MacINTYRE	4085	-*-	29	STEPHEN BROWNE	3119
9	DAVID VELS	4041	-*-	30	P.HAMILL	3085
10	JOHN PERHAM	3991	-*-	31	K.ELLIOTT	3046
11	SAM PHENIX	3961	-*-	32	DAVE NORRIS	2903
12	BRYAN NICHOLSON	3939	-*-	33	N.PRITCHARD	2783
13	FRANK RONDABEL	3843	-*-	34	ROY JOHNSON	2704
14	TOMMY MAGEE	3748	-*-	35	HOWARD MENARY	2664
15	TOM PRESTON	3725	-*-	36	ALLEN BECK	2641
16	GARRY JORDAN	3720	-*-	37	BOB BINGHAM	2289
17	RON ARMSTRONG	3710	-*-	38	KALE HARDEN	2280
18	BOB McIVOR	3698	-*-	39	CARL SCHRADER	2276
19	ROBERT BOYCE	3597	-*-	40	WALT GOOD	2198
20	NEIL McDOUGALL	3574	-*-	41	AL SCHOENSTEIN	2170
21	SCOTT VAN IPEREN	3526	-*-	42	CURTIS WEINMAN	2089

xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

These are the scores for the 42 fliers who had their scores submitted. (Some teams only sent in the top 5 places)

Well, that about sums it up for another season. I'd like to thank all teams who participated in the Challenge, and all the co-ordinators who put the results together from their respective teams and sent them to me. I am very encouraged by the popularity of the event from all countries except my own team here in Brisbane (nothing that a little ear-bashing won't cure !!)

This edition of the newsletter has taken me a little longer than usual to produce, due to work pressures and other little projects I have under way. I shall try to write to all the co-ordinators individually in the near future, with a bit of gossip on the local scene.

Don't forget next years' dates - March 30/31 or up to 4 weeks after for rain-outs; results to me by May 31: published in June. September 1st or up to 4 weeks afterwards for rain outs: results to me by October 31: published in November.

I started writing this letter on November 1st. It's now midnight on November 19th. Before we know it, it will be Christmas again, so I'll sign off for now by wishing you all a very Merry Christmas, and heaps of Great Lift in the New Year

Kindest regards,

GARRY

BATTERIES The following article passed on from GTI Models should be of interest to Electric Flyers:

Batteries

There seems some confusion when it comes to what type of battery should be used and how it should be charged. There are a lot of different opinions on this matter but we will discuss the most popular choices.

There are currently 3 types of batteries now being produced by Sanyo. We will only deal with Sanyo cells as the are the "State of the Art" when it comes to RC car power sources. Almost every battery pack that is sold today is made up of Sanyo's quality cells.

The first type we will deal with is the SC type cell. These come in 1200 and 1300 mAh configurations. The 1200 mAh models are now only available as single cells and the 1300 mAh cells are widely used in what is commonly called "Sport Packs". These cells are your standard variety of battery with an average voltage output and normal run time. These cells are good beginner battery packs as they can be charged repeatedly at any amp rate from 2 to 5 amps with out damage. They are also fairly low in cost as compared to other types of batteries.

The best way to fast charge these batteries is at 4 amps until they peak, and then allow them to trickle charge for 2 hours. Right before you run your car you should peak your battery pack at 4 amps.

Advantages: easy to charge, lasts a long time (repeated charging), low cost, excellent beginner battery pack.

Disadvantages: low voltage output, medium run time, suitable for stock class only on the beginner level.

The Sanyo SCR 1200 mAh batteries are a high output cell. This battery at a given load will put out more voltage then any other battery. This makes your motor run faster but with a reduction of run time. This feature makes it an excellent battery for stock class racing. These batteries are found in assembled battery packs and as separate matched cells for the serious racer. Using these batteries in stock class will definitely improve your top speed with just a slight loss of run time. This is really no problem because it is very rare that you dump your battery pack in stock class.

These cells need to be charged at a higher amp rate. This is not good for the cells but will produce the most horsepower. Charge these cells from 6 to 8 amps about 60 minutes before you run. Let the pack cool down, do not trickle as this makes the pack run flat (no power), then peak again at 8 amps just as you put your car on the track. These batteries should be hot as the race starts. This blatant abuse of a ni-cad battery pack will produce tons of power for your stock motor. This is the reason no one will warranty SCR cells as their charging method is destructive to their life span.

Advantages: they produce a lot of power, make stock motors faster, can be charged at high rates, reasonably priced. Matched packs stay equalized longer, can be bought assembled or Matched.

Disadvantages: can not be used with modified motors except for the very mildest (17 to 22 turns), high amp rate of charge can cause venting, run time increases but voltage goes down after repeated cycling, requires special high amp rate peak charger.

Now we come to the legendary 1700 mAh SCE cells. There has probably been more written about these batteries then any other type. These are the only batteries to run in modified class racing. They produce the longest run time with decent voltage output. These batteries are directly responsible for allowing us to run those tire burning 10, 11 and 12 turn motors. But the down side is in order to produce a cell with such a high capacity the internal workings of the battery has been made a lot more delicate. This battery has to be handled with care in order to prevent damage.

When charging these batteries you must take care not to over heat them as this damages the plates inside the cell. Charge these batteries between 3 to 4 amps only! Charge the pack so it peaks about 1/12 an hour before you run. This will allow the pack ample time to cool off. Right before you run you want to peak the pack at 5 amps until it just starts to get warm, just warm, not hot. If some extra run time is required, you can trickle charge your pack up to 2 hours after it is fast charged and before peaking it. This will extend run time (15 to 30 seconds) but will slightly reduce voltage output making your motor run flat at the start of the charge.

Advantages: much more capacity (run time), allows the use of really hot, low turn, modified motors.

Disadvantages: very delicate cell, easily overcharged, high cost, cells lose match after a few runs, require periodic user rematching for maximum results, require "Soft Pulse" or constant current type charger.

There are several items that remain the same no matter what type of cells you are running. Always use the best charger you can afford. This should be a peak detector type of charger. This is the only type of charger that will shut off when your battery is finished. Too many good battery packs are wasted each year by being over charged on timer type chargers.

Buy a good charger right away. All it takes is one overcharge to ruin your battery pack.

Always run your battery pack once a day for the best results. A battery pack needs a lot of rest time between charges to perform it's best. When you are finished running your pack hook it up to a 30 ohm resistor and let it sit for 2 to 3 days. This will slowly discharge and equalize the cells. After 3 days remove the resistor and let the battery pack sit until the next time you use it. If this is to be longer then 3 or 4 days leave the resistor on until 3 days before you want to charge your pack. For the best charge the pack has to sit for a couple of days without a resistor on it to stabilize the cells.

Glossary:

Capacity: This will tell you how long your car will run. Most high capacity batteries have a lower voltage output. The ideal cell has the capacity of an SCE cell and the voltage output of an SCR cell. The rated capacity of an SCE cell is 1700 mAh, but these cells can vary from 1600 to 1800 mAh. The higher the capacity the longer your motor will run.

Cells: Refers to one single battery in a battery pack. A 6 cell pack has 6 individual cells soldered together to make 1 battery pack.

Constant Current Charger: A charger that charges batteries by providing them with a constant amp rate all the way thru the charge cycle.

Dump: When the battery starts to loose its charge. When your car starts to slow quickly at the end of a race.

Matched batteries, Batteries that have been charged and discharged to test capacity and output then put together into packs so all the cells in the pack have the same characteristics. This produces a battery pack where all cells dump or run out of charge at the same time.

Peak charger: This is a charger that detects when the battery pack is charged and turns itself off. This is the only way to charge your battery safely.

Peaking the batteries: When a battery pack is charging the voltage in the pack continues to go up until the pack is almost charged. Just as the pack is reaching a full charge the voltage stops rising and starts to drop. At this point the pack has peaked.

Pulse charger: This is a charging technique developed by Tekin Electronics where the battery is charged by pulses of power rather then a constant source. SCR and SC type cells like this charging method.

Soft Pulse Charger: The latest Tekin Charger has a smoother pulsing charge which is better for SCE type cells.