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The year is 1973, and radio controlled gliding is in its infancy, as a competitor prepares to launch his attractive semi-scale glider in the NSW State Championships. There is more information about the history of gliding, and on this particular event, in this issue of HSL News, beginning on page 11.

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Bits and Pieces.

NSW F3J Championships.

This event will be held at Maddens Plains on May 7. Alan Lowe will be the CD. Any thermal glider capable of being winch launched is suitable for F3J, so why not give it a go? It does not matter if all you have is a two metre two channel model.

The F3J rules are quite similar to those used in the Heathcote Cup, but there are a couple of important differences.

Firstly, there is no target flight time. The objective is to make the longest possible flight within the ten minute working time. The launch and landing must, of course, both be performed within the working time. Naturally this results in every competitor in a heat launching simultaneously as soon as the signal for the start of working time is given. This can be very spectacular.

Secondly, the event is divided into qualifying rounds and a fly-off. After several qualifying rounds have been flown the leading competitors proceed to the fly-off, in which they fly two or more rounds against each other. In the fly-off the working time is extended to 15 minutes. For determining the winner only the scores achieved in the fly-off count.

Strictly speaking launching should be by pulley hand tow. However, because of the size and shape of the field, and to reduce the manpower needed, at Maddens plains we will be using winches.

Club Bungee.

Members who wish to use the club's bungee can obtain it from the machinery shed at the Illawarra Golf Course.

Low Cloud.

It can be very difficult to judge the height of clouds and so, unless you only fly on days when the sky is clear and blue, there is a chance that sooner or later you will fly your glider into a cloud. This happened to several pilots, myself included, during practice flights prior to the start of competition on Day 2 of the Heathcote Cup this year. Fortunately those affected on this occasion handled the situation capably and no harm was done.

If your model flies into cloud, especially if the sky is completely overcast, you must take effective action to get back into clear air immediately. When I say "effective", and "immediate", I mean it. Even a couple of seconds delay in getting the model back in sight can be disastrous.

I learned this lesson, almost the hard way, several years ago. I was flying a 2.5 metre RES model at Maddens Plains, and launching to the South. Just as I was levelling out at the top of the zoom my glider disappeared into the overcast. I immediately opened the spoilers and carefully watched the point at which I had last seen the model, and the area around it. My action was immediate, but not effective. After several seconds there was still no sign of my model, so I applied full up elevator and full rudder to induce a spin. Even after waiting several more seconds, I could not see my glider. Suddenly I heard a shout from another member who, purely by chance, had been looking in the right direction and had seen my model spinning down towards the dam, North West of the field, several hundred metres from where I had last seen it. After that it was a simple matter to recover from the spin and fly back to the field. That this incident had a happy ending was pure luck.

The reason your response to entering a cloud must be both immediate and effective is that if it fails in either respect it is unlikely that you will see your model again before it hits the ground, if you ever see it again at all.

I recommend that you decide what action you will take now, not when the event occurs, and practice it in clear air to prove its effectiveness. Not all models will respond in the same way. The spin technique described above will work on most rudder/elevator models, but try it first to make sure. Simply applying full crow on a six servo glider is unlikely to be good enough if your glider is set up nicely. You probably need to do something else as well. When my Pike Plus entered cloud on Heathcote Cup Day 2 I applied full crow and about half the available down elevator. The Pike came back out of the cloud almost immediately. It was in a near vertical dive but, because my action was immediate and effective, it emerged from the cloud at almost exactly the same point it had entered it and I had no trouble seeing it, and recovering.

Sometimes we experience wispy low cloud that is well below the general cloud base. If a model enters this type of cloud from the side it is possible that it will come back into view in a couple of seconds even if the pilot takes no action. However, if there is any doubt that this will happen it is best to take the same action that you would had the model entered the general overcast.

I once launched into a patch of blue sky only to discover that my model was two or three times as high as the surrounding overcast. A high speed dive was needed to get back to a safe height before the blue patch drifted away from the field.

The moral of these stories is that when you encounter cloud half measures are no good. You must immediately

take decisive action to get the model back, or keep it, in sight, or your story may not have a happy ending.

By the way, CASA regulations require that the pilot of a radio controlled model must keep his aircraft in sight at all times while it is in the air. It is both good sense and a legal requirement to stay clear of clouds but, if you do find yourself in trouble you need to know what to do, and to do it quickly.

Millennium Cup Round 4.

Please note that Round 4 of the Millennium Cup has been relocated to the Rebel Flying Club's field on Ash Island, near Newcastle. There is no change to the date, May 21. A map showing how to find the field is available from the HSL web site.

New Members.

We have gained several new members since the list for 2005/2006 was published in Newsletter number 50. Please welcome the following and give them all the help you can:

Dante BASSOTT, Peter BOWER, Drew PARKS, Tim PREDDEY, Robert WEBBER, Brendan WELLS.

There are also a couple of late membership renewals since Issue 50:

Barrie BURNS, Bjorn RUDGLEY.

Golf Club Development.

According to a report in the Illawarra Mercury a few days ago it is likely that the Development Application for the Illawarra Ridge Golf Resort, planned to be built on the existing golf course immediately North of our field, will be processed by the State Government Planning Department, and not by the Wollongong City Council. Whether this is a good or a bad thing I do not know.

The Kiama Council was not impressed recently when it learned that Development Applications for two major projects in the Municipality were being processed in Sydney. The Council had not even been informed of the existence of these projects one of which, by the way, is a golf resort. There must be at least 50 golf courses within a one hour drive of my home, but there are very few flying fields, and only one that is devoted to gliders.

Museum of Flight.

On a recent visit to this museum, which is located in Nowra, I noticed a new exhibit, a Grunau Baby 2a. By a considerable margin more Grunau Babies were built than any other sailplane before or since. This particular example was built in Germany and imported into Australia in 1937. It is exhibited with all paintwork and covering removed, allowing the construction details to be clearly seen. The GB2a is the only glider on display, but there are many other interesting exhibits, and this museum is well worth a visit.

Aviation Videos.

Steve Weatherstone has drawn my attention to a web site from which a large number of short aviation videos can be downloaded free of charge. A wide range of subjects, including models, is covered. The URL is:

http://www.alexisparkinn.com/aviation_videos.htm#Videos

Eustice and Bear.

A couple of months ago I was contacted by Bill Gordon, who produces a cartoon strip with R/C flying as its subject. He makes it available free of charge to clubs such as HSL for use in their newsletters. I was happy to accept his offer for us to include Eustice and Bear in the HSL Newsletter. Thanks Bill.

As this is the first HSL Newsletter since Christmas, the subject matter of the cartoon is appropriate.



Contest Reports

Ted Swan Cup. Goulburn - December 4, 2005.

Sunday 4th December dawned bright and calm in Sydney. The forecast was for 25°C and fine, it sounded that good I did not even throw in a jacket. As Guy Brand and I headed towards Goulburn the wind steadily increased. On arrival at Macca's at Goulburn, we stepped out into a strong, cold westerly wind.

At the field we found a group of competitors huddled together trying to keep warm. There was a distinct lack of enthusiasm for flying. As time went on the temperature rose a little and winches and models were set up. My first task was to borrow a jacket from Douglas McDonald.

There was a sense of significant sandbagging, with pilots hoping that the wind would ease. Finally Carl Strautins put up his model and achieved close to the 8 minute maximum. With that encouragement others gradually began the task of accumulating 30 minutes total flight time in 5 flights. (max 8 in any one flight). Sounds easy? As it turned out, it proved difficult with out landings which carry a zero flight score coming into play as pilots struggled with the conditions missing the mown area from just a couple of metres to hundreds of metres.

Line breaks plagued a number of pilots, including myself with the wind meter showing gusts up to 11 metres per second. The highlight of the day (for me anyway), was experiencing a line break on a second launch at 100 feet, and getting away for an eight minute max.

The conditions were such that there were a few of the 15 pilots who chose not to fly. Those who did, experienced a mixed bag, however, the record showed a number of near eight minute flights. Peter Sikora was the only minor casualty, breaking a joiner during a rough landing caused by ground turbulence. The mid afternoon saw a slight improvement, with more lift coming through as well as some really good sink.

For the first time for a number of years there was no fly off. Come 3pm the flight line was closed and the results announced.

1 st	Carl Strautins,	1 second off the magical 30 minutes, flying Matthew Partlett's model (ask Carl what a scarf joint is!)
2 nd	Jack Murphy	
3 rd	Matthew Partlett	

Jack Murphy

(Editor's Note: The greatest challenge facing a newsletter editor is obtaining contributions from others, and hence avoiding having to write the entire publication himself. This time, however, I received two reports on the Ted Swan Cup. Though they agree as to the general facts each report has a slightly different emphasis, so I decided to publish them both.)

This was the 27th year of the competition and it was WINDY and, to make conditions even worse, there were very strong gusts of 50 km/h coming through at irregular intervals. Landing in these conditions was going to be very difficult.

When I arrived most of the fliers were standing around wondering whether to fly or not. So to get things going I set up my winch and had a test fly. My model is made up of three different bits of other models, a lengthened fuselage to take a V tail of unknown origin and a wing similar to a Sapphire, New Zealand origin I think. The model is fairly light with no provision for ballast, a bad mistake!

Well the launch went OK with only a light tap of the winch necessary to get a vertical launch. However with the wind blowing at 30 km/h plus the model very slowly flew backwards and this was the way it was going to be for all my 5 flights.

Well having demonstrated that the conditions, atrocious as they were, could be handled, the other competitors started to prepare for the comp. After the pilots briefing by competition director Paul Marshal flying got under way by 10 45. Not long after three pilots pulled out not wanting to risk damaging their models, quite understandable in the conditions.

Well line breaks and landing out of the designated area, which carries a no score penalty, dashed the hopes of several fliers, myself included. My first two flights had line breaks, this from a line that had never broken before launching models far heavier and larger than this one. This resulted in two very low scores. On my last and best, having even caught a thermal, I was coming in to land with only a few metres to go, when a gust of wind picked it up and dumped it just off the mown area. No score! Bugger!

Well there is no doubt that a fully moulded glider flown by a competent pilot can handle just about any weather, and the top three place getters ably demonstrated this.

Karl Strautins showed why he is in the top ten pilots in Australia, a masterly display of flying in the most trying conditions. Nevertheless, Jack Murphy and Matthew Partlett were hot on his heels; both of these pilots had land outs that resulted in no scores for that round.

People were speculating what the outcome may have been if they had scored every round, but it must be pointed out that Karl was one point off the perfect score and to beat him they would have had to get the perfect score. Possible. But!

What must be mentioned was the performance of fourth place getter, Don Farrer. Don was flying a 2-metre rudder/elevator model called a "First". Now up against a fully moulded F3B/F3J model that is quite a handicap, but Don flew the "First" with great confidence and put a score in every round. Well-done Don.

Not so fortunate was Doug McDonald from Canberra. Doug was also flying a "First". The model got tremendous height on the launch, but it was evident that Doug lacked the skill and experience to handle the very difficult conditions. In fact he was very lucky not to have severely damaged the model in an uncontrollable out landing.

Peter Sikora was another pilot to have bad luck with an out landing on his first flight and, on his third, after a very good flight, he damaged the wing on his Starlight 3000 on landing and had to withdraw. I did mention landings were treacherous!

So passed another Ted Swan Cup.

The Goulburn Club has done a great job in keeping this competition alive over the last 27 years and we hope it will continue to be a premiere event for many years to come.

The 2005 event was no exception, competition director, Paul Marshal, and the ladies handling the kitchen keeping us all fed, did a great job as always as did my wife Leigh who has done the scoring for more years than I care to remember. A warm thank you from all the contestants.

I have flown in every Ted Swan Cup since its inception, success ranging from first to last and every position in between. It has remained my favourite glider competition, and I hate to think of the time when I will no longer be able to compete in it. Perhaps I can last till its 30th anniversary if time is kind to me.

If you have never competed in the Ted Swan Cup I urge you to do so. A glance at the names on the cup shows a history of the best glider pilots Australia has ever had. Why not try to put your name there. I would like to shake your hand on the first Sunday of December 2006. Be There.

Ray Murray.

First place	Karl Strautins	1799
Second place	Jack Murphy	1568
Third place	Matt Partlett	1469

Millennium Cup - Round 1.
Werrington - January 15, 2006.

Considering that some people were still away from home on their Summer holidays, twenty two competitors was quite good for this event. Those competing enjoyed very good conditions. The day was quite warm, there was almost no wind, and there were plenty of thermals. Typical Werrington weather in fact.

In years gone by the almost calm conditions, with the wind direction varying round all points of the compass as thermals drifted through, would have created difficulties with launching. However the two pulley method of hand towing overcomes this very effectively and, if you were called upon to launch downwind, you would suffer no serious disadvantage.

It was the landings that caused the most strife. When you consider that we often had a combination of no wind, a slightly sloping field, very short smooth grass, and a fast landing approach following a descent from a good thermal, it is not surprising that long ground slides, and zero landing points, were common. Remember that these two metre models have no flaps or spoilers, and so energy management is much more difficult than it is with a six servo open class model.

My own experience is an example. I was able to score landing points on all but one flight but, on that one, I came in flat and fast, as so many others already had, and put the model on the ground well short of the spot. It was immediately obvious that it would slide past the spot, so I applied full rudder in an attempt to arrest the slide. The model turned through 180 degrees and continued to slide, just as fast, backwards out of the landing circle. Arriving in the long grass at the edge of the field backwards, it damaged the elevator. Fortunately I had a spare model.

Six rounds were flown, with each pilot's best five counting. In the good conditions you needed to make the target time, within a few seconds, at least five times to have a chance of placing in the top three.

The results were:

1st	Colin Woodward	1975	First
2nd	Fred Lodden	1891	First
3rd	Ian Roach	1891	First
5th	Don Farrar	1775	First
6th	Les Morris	1771	First
7th	Peter Sikora	1765	O/D
10th	Jack Murphy	1701	First
11th	Klaus Metzger	1689	First
12th	Steve Zivkov	1659	Sagitta
13th	Ian Avery	1528	
14th	Klaus Weiss	1512	First
16th	Max Stone	1489	SoarMax

19th Rebecca Richards 995 First

Ian Roach

Armidale Sailplane Expo.
Armidale - January 26/27/28, 2006.

This event is one of the highlights of the year, and the second biggest thermal glider event in Australia. In addition to Thermal Glider there were events for 7-Cell Electric Glider and F5J.

Despite the fact that January 27 was not a public holiday, there were 42 competitors in the Thermal Glider event. And despite the large entry, and the time needed to run the two electric glider events, 11 rounds were completed.

Except for a short period late on Thursday, flying conditions were near enough to perfect for the first two days. The wind was very light and thermals were plentiful. If you made a mistake it was usually possible to recover by trying a different part of the sky. In the gentle breeze models that were already in thermals would not have drifted far and could usually be easily reached if your initial guess at where the lift would be proved to be wrong.

On the third day conditions were still excellent, but more difficult, and mistakes were usually punished. The lift and sink were both very strong. The wind was stronger than on the previous days. If you made a poor choice of where to go in search of lift you could quickly find yourself quite low, with those who had found thermals out of reach far downwind and high.

The entire Australian team for the 2006 F3J World Championships was present, as were many other good pilots. When I first saw the list of competitors I made the observation that I would be very pleased if I finished in the top 20. As it turned out, at no stage did I get higher than 17th or lower than 24th, so my assessment was correct.

The results were:

1st	Michael James	9973	Europhia
2nd	David Hobby	9969	Pike Superior
3rd	Matthew Wood	9963	Caracho 3000
5th	Carl Strautins	9948	Icon
6th	Matthew Lowe	9942	Pike Superior
8th	Matthew Partlett	9881	Pike Superior
9th	Thomas Cooke	9878	Sharon
15th	Alan Lowe	9548	Pike Superior
18th	Jack Murphy	9295	Pike Superior
19th	Fred Lodden	9124	Starlight 3000
21st	Bjorn Rudgley	9080	LB
22nd	Peter Sikora	8775	Starlight 3000
24th	Ian Roach	8615	Ellipse 4

25th	Klaus Metzger	8546	Starlight 3000
31st	Guy Brand	7590	Escape
34th	Don Farrar	7443	First
36th	Colin Woodward	7063	Sharon

The prize for the best placed RES model went to Ray Pike who was 14th overall on 9553 points.

I have been disappointed by the performance of the RES models, both at Armidale and Muswellbrook, over the past several years but, this time, they performed quite well. Though multi-function models will always have an advantage I am convinced it is possible to build an RES model that is competitive with them.

I cannot give a detailed report of the 7-Cell Electric Glider event. I found trying to fly in all three events rather hard work, so I dropped out of 7-Cell after four rounds and used the free time this generated for rest and for preparation for the other two events. I can however report that there was a good entry of 23 pilots, that nine rounds were flown, and that the results were:

1st	Ray Pike	8000
2nd	David Hobby	7972
3rd	Jim Houdalakis	7928
14th	Don Farrar	7383
20th	Ian Roach	3645
23rd	Fred Lodden	966

F5J may sound as if it is an international class recognised by the FAI, but it is not. All around the world people are experimenting with rules for an electric launch thermal soaring event resembling F3J. Most of them are calling their event F5J, despite the lack of official recognition. Even within Australia several formats have been tried, and a lively debate as to which is best is under way. This is all good. The interest in such an event is such that an international class is sure to emerge eventually, though that it will be called F5J is not certain.

The Armidale version of F5J is based on a handicap system, with different motor run durations permitted for different types of motor. Speed 400 ferrite motors were allowed 60 seconds, 600 size ferrite motors 30 seconds, and brushless motors 15 seconds. There was no restriction on the type or number of cells that could be used. Flying was in groups, as with F3J and Thermal Glider.

Proceedings were started by the sounding of a horn which was the signal to launch the 400 size models. A second horn, sounded 30 seconds later, signalled the start for models with 600 size ferrite motors. After another 15 seconds a third horn was sounded, and the brushless models were launched. All motors had to be stopped by the time the fourth horn was sounded after a further 15 seconds. The fourth horn was also the signal to commence timing the flight, the aim being to make

the longest possible flight, and a spot landing, within the next ten minutes, during which time the motor could not be run at all.

This format provided a very entertaining spectacle though, with no entries using 400 size motors, the first 30 seconds were very uneventful.

I used my 7-Cell model with a 600 size ferrite motor. In 7-cell competition it is not competitive against brushless motors but it climbed very high in the 30 seconds allowed in this event. If the wings had not fallen off while I was trying to get down from a huge thermal in round 3 it might have given the brushless models a run for their money, but I don't think it could have won.



The 2006 Australian F3J team posed for the cameras at the Armidale Sailplane Expo. Back row, left to right: Matthew Wood (team manager), Carl Strautins, Mike O'Reilly (pilots), David Hobby (defending World Champion), and kneeling, Matthew Partlett (pilot). Carl and Matthew Partlett are HSL members, Matthew Wood and Mike O'Reilly are former members now living interstate.

The most impressive models in this event were the large, around three metre span, models flown by Shawn Armitage and Dave Pratley. These were basically F3J sailplanes with powerful brushless motors. They probably climbed no higher in 15 seconds than the 600 ferrite models did in 30 but, once the motor was turned off, they could penetrate even a strong wind, and cover an enormous amount of sky in search of lift, just like a ballasted F3J or F3B model. On a nice day, with little wind and plenty of lift, a smaller, simpler models with a good pilot might be able to beat them but, over the full range of weather that we experience in competition, they must surely triumph more often than not.

There were 14 entrants. Four rounds, each consisting of two heats, were flown, and the results were:

1st	Shawn Armitage	4000
2nd	Ray Pike	3480
3rd	Owen Piercy	3165
11th	Don Farrar	1644
12th	Ian Roach	1311

The overall format for the three days proved to be very successful. Those who flew only pure gliders, or only electric, got plenty of flying. The result was a good attendance by both groups, and good exposure of both groups to the other type of flying.

Minor format changes are planned for next year and should make things even better. Combine that with the

fact that next year the Australia Day holiday will give us a long weekend, and you can see why we are looking forward to the 2007 Expo with great anticipation.

Ian Roach.

Millennium Cup - Round 2 Berkeley - 12 February, 2006

We don't have a full report for this event, but the results were as shown below. There were 24 competitors.

1st	Jack Murphy	1779
2nd	Peter Sikora	1714
3rd	Barry Payne	1642
4th	Klaus Weiss	1626
8th	Colin Woodward	1359
9th	Max Stone	1323
10th	Don Farrar	1295
11th	Fred Lodden	1189
12th	Rebecca Richards	1154
13th	Les Morris	1145
15th	Troy Zivkov	1123
19th	Klaus Metzger	980
21st	Ian Avery	861
22nd	Steve Zivkov	821
23rd	Tony Naughton	342

ACTAA Glider Championships - Rnd 1? Cooma, 19 February, 2006.

I have enjoyed flying in the ACTAA Championship events for several years now, and was disappointed that the series was not held in 2005. At the time of writing it seems will be no ACTAA Championship series in 2006 either, but the Phoenix club decided to go ahead with the traditional first round in Cooma anyway.

No-one was expecting a big entry, so we were reasonably happy when around eight turned up to fly. Unfortunately three of these encountered problems of one sort or another, so only five pilots recorded a score. No doubt the more entries the better, but a small contest can also be enjoyable.

The day started with clear skies and a very light wind. Only a very few flights had been made when the wind shifted 90 degrees and became quite strong, requiring maximum ballast to ensure adequate penetration, and a change of launch direction. Despite this it was still possible to make the target time of eight minutes more often than not, and some very enjoyable soaring flights were made.

Late in the day the winds eased and most of the ballast was removed for flights made in the last hour or so.



Owen Percy receiving one of his Day 1 trophies from CD Bruce Robbins. Owen was third overall and best two metre pilot. Note the fog in the background.

By 3 PM it was all over, and the prizes had been awarded so, despite the long drive, I was home well before dark.

The results were:

1st	Scott Lennon	2207	Mojo
2nd	Ian Roach	1947	Ellipse 4
3rd	Rick Harris	1806	Infinity Pro

Scott, always the man to beat in ACT events, gave as all a sniff of victory by making a poor first flight, but his scores for the rest of the day were close to perfect, and he ended up winning by a good margin.

It was a very enjoyable day. If the ACTAA Championship series is not revived for 2006 the Phoenix club is considering running a couple more glider events this year.

Ian Roach.

Heathcote Cup - Day 1. Maddens Plains - 27 February, 2006.

Neither the weather forecast, nor a simple look at the sky, provided much hope that this would be a good soaring day, but twenty pilots turned out to do battle for what is almost certainly Australia's longest running R/C glider competition.

The Bureau was predicting quite strong North East to North West winds with a strong Southerly change, accompanied by thunder storms, in the afternoon.

As preparations began there was a just perceptible North West breeze, so the winch line was set up for launching towards the North. But by the time flying commenced the breeze was varying between West and South West, and the sky was covered by thick grey clouds.

Though the breeze was not strong enough to make launching to the North unsafe it was strong enough to make sure that no-one could achieve a really high launch. Combined with the lack of thermal activity this produced a lot of very short flights. In the whole of Round 1 only one flight exceeded eight minutes, with only another two above six.

This pattern continued in Round 2, with only two flights exceeding six minutes, and none over seven.

Despite this we were reluctant to reverse the launching direction as there were clear signs of storm activity to the South and we wanted to get as many rounds as possible flown before the change



Dave Johnson helps Heathcote Cup winner Carl Strautins to assemble his Icon.

came. Eventually however, early in Round 3, a light, but definite, Southerly breeze set in and the CD decided to reverse the launch direction. This turned out to be a good decision as, by the time we were ready to start flying again, the wind was blowing steadily from the South. About half an hour was lost.

Launch heights now improved by 50 to 100%, but lift was still very light and hard to find. The only ten minute flight of the entire day was made in this round but, despite this being easily the round with the best scores, most people struggled to achieve six minutes.

As Round 4 commenced signs of low cloud and fog appeared. This is a common problem at Maddens Plains when a moist wind blows in from the South to South East. Jack Murphy's Pike Superior flew into cloud, and remained out of sight for an anxious fifteen seconds, before reappearing still in a normal flying attitude. At this stage the CD called all pilots in this heat down.

After a delay to see how things developed the event was called off with three rounds completed. The wisdom of this decision became apparent not long afterwards when even lower cloud, and patches of fog at ground level,

covered and surrounded the field.

It was far from being a good soaring day, but the conditions were the same for everybody, and we completed three full rounds, the minimum required for a competition.

The results were:

1st	Carl Strautins	3000	Icon
2nd	Bjorn Rudgley	2765	Pike Superior
3rd*	Owen Pearcy	2701	O/D 2 Metre
4th	Jack Murphy	2675	Pike Superior
5th	Don Costello	2648	Tragi 603
6th	Fred Lodden	2507	Starlight 3000
7th	Klaus Metzger	2419	Starlight 3000
8th	Michael Towel	2413	Thermic
9th	Colin Woodward	2353	Eraser
10th	Peter Sikora	2251	Starlight 3000
11th*	Bruce Murray	2185	Spirit
12th	Guy Brand	2171	Escape
13th	Rebecca Richards	2166	First Plus
14th*	Klaus Weiss	1903	First
15th	Dave Johnson	1852	Caracho
16th*	Don Farrar	1793	First
17th*	Les Morris	1667	First
18th	Bruce Robbins	1430	Starlight 2000
19th*	Max Stone	1324	SoarMax
20th	Ian Roach	1271	Ellipse 4

* Two Metre

Owen Pearcy was the best of the two metre pilots, and he finished ahead of most of the Open class, despite his model appearing to be unsuitable for the conditions. Aside from the disadvantage of having a wingspan of only two metres it is relatively heavy and has a very thin wing. It normally excels in strong conditions, and seemed to struggle in the downwind launches of the first two rounds, so to finish in the top three required some outstanding flying.

Ian Roach.

Heathcote Cup - Day 2.
Maddens Plains - 19 March, 2006.

Day two of the Heathcote Cup started out roughly as day one had ended, with low cloud causing a delay to the start. When the competition commenced the sky was still completely overcast, but it soon cleared.

Early in the day a light wind was blowing from the North, providing perfect conditions for winch launching but, as the day progressed, it veered to the North East, and eventually almost to the South East, so we had a slight downwind component for launching.

During the short lunch break thought was given to

changing the launching direction but it was decided to continue launching to the North. This proved to be a good decision as the wind was only ever light and there was no safety issue.

Throughout the day there were plenty of thermals, but they were not very strong, so making the ten minute target was, for most of us, not a trivial task. Nevertheless, after round one, only a couple of heats were won by pilots who failed to achieve ten minutes and in many heats most pilots achieved the target.

The results were:

1st	Carl Strautins	4996	Icon
2nd	Bjorn Rudgley	4983	Pike Superior
3rd	Jack Murphy	4961	Pike Superior
4th	Alan Lowe	4943	Pike Superior
5th	Matthew Partlett	4921	Sharon
6th	Ian Roach	4699	Pike Plus
7th	Fred Lodden	4655	Starlight 3000
8th	Bruce Robbins	4583	Starlight 2000
9th	Klaus Metzger	4297	Starlight 3000
10th*	Don Farrar	4044	First
11th	Steve Weatherstone	4009	Starlight 2000
12th	Peter Sikora	3986	Starlight 3000
13th*	Rebecca Richards	3463	First
14th*	Klaus Weiss	3176	First
15th	Harold Stevenson	3168	Sagitta
16th*	Les Morris	2098	First
17th*	Max Stone	1579	SoarMax
18th	Bruce Murray	303	Aquilla

*Two Metre

The battle for first place was not as close as the scores might suggest. Carl was never seriously challenged for the lead. In six rounds he made three perfect flights of 10 minutes 0 seconds with a landing inside one metre. By far his worst flight was 9 minutes 57 seconds, with an inside three metre landing, A score most of us would be very happy with. His two other rounds missed being perfect by just one second in one case, and one metre in the other.

Don Farrar lead the two metre brigade with his First, and finished ahead of a couple of the moulded Open class models in the process.

It was a lovely day for thermal soaring, and I am sure everyone enjoyed themselves wherever they finished.

The combined scores for the two days were as follows:

1st	Carl Strautins	7996
2nd	Bjorn Rudgley	7748
3rd	Jack Murphy	7636
4th	Fred Lodden	7162
5th	Klaus Metzger	6716
6th	Peter Sikora	6237
7th	Bruce Robbins	6013
8th	Ian Roach	5970
9th*	Don Farrar	5837
10th*	Rebecca Richards	5629
11th*	Klaus Weiss	5079
12th	Alan Lowe	4943
13th	Matthew Partlett	4921
14th	Steve Weatherstone	4009
15th*	Les Morris	3765
16th	Harold Stevenson	3168
17th*	Max Stone	2903
18th*	Owen Pearcy	2701
19th	Don Costello	2648
20th	Bruce Murray	2488
21st	Michael Towel	2413
22nd	Colin Woodward	2353
23rd	Guy Brand	2171
24th	Dave Johnson	1852

*Two Metre

On the Heathcote Cup itself the oldest inscription is dated 1975, but I believe the first running of the event probably occurred two or three years earlier, perhaps in 1972. If anyone knows exactly when the event was first held please tell me. Whatever the exact date one thing is certain. The first running of the Heathcote Cup took place several years before this year's winner was born.

Ian Roach.



A scene in the pits on Day 2.

Model Gliding in Australia – An Historical View

Many writers claim to write history but only have a portion of what may have transpired. My story of RC model gliding around Sydney is, as I know the chain of events. There are many time gaps, and others may be able to fill in the missing links. My dates may be incorrect but the events are true.

One of the first documented RC model gliders that I am aware of, though not in Australia, is the AIRBORNE by Chet Lanzo. This was prior to 1938. The Airborne was reported to be a platform for some of his early radio experiments but then so is the Lanzo Stick, a model mentioned in Model Builder. The Airborne design, reputed to have been engine powered, makes it rather suitable for TEXACO.

When I started RC flying in 1962 there were just three events one could enter, they being Rudder Only, Multi Function, and Scale, so when Tom Hingerty and his son came to Riverstone Meat Works, the home of the RCMC, with a glider, it was quite a change.

At this time there were only two RC clubs in Sydney and we all knew one another.

This model was rudder only, built-up wing and tail with a fibreglass fuselage! The “servo” for rudder was actually an actuator driven by a long length of rubber providing a fixed number of commands. One always got right rudder first then left rudder. A button achieved this sequence. Press once and hold for right, press once quickly – let go and press again and hold again for left. It was all or nothing.

Tom’s son ran like a March Hare to get this model up on a towline and flights did not last long. No elevator to haul back on. It all seemed a waste of time. At this time it should be remembered that it was only possible to fly two models at the same time, one model flying on 27 MHz and the other on 40 MHz.

Later Tom’s experiments took a major step with two servos using a four-function radio. Though rudder and elevator could not be operated at the same time. I might add that these servos were approx 70 x 50 x 25 mm. True!

With the transition to the servo system we now have, gliding developed. Who remembers the robust discussion between the proponents for analogue and digital servo techniques of control? These servos were not the upmarket digital servos of today, just simply called digital to differentiate them from previous methods.

Any one who has visited the US LSF web site can read some of the early methods tried for launching gliders.

One of the early methods used around Sydney to launch a glider was an upside down pushbike using one’s hands on the pedals. The launch cable was wound onto the tireless wheel. It is surprising how much load the models exerted. Zoom launches had not been conceived at this point in time.

About this time much was being developed in the US and for any one interested there is a good story on the birth of gliding there together with the inception of the LSF system. A good read.

Jerry Nelson has been an active pioneer in RC modelling with many brilliant designs that in my opinion would be streets ahead of the “trainers” that modellers are trying to learn to fly on today.

He was the leading light for the development of Pylon racing. See early issues of the US RCM.

He developed what I believe was one of the first all glass



A competitor at the 1973 NSW State Championships about to launch using the “upside down bicycle winch”. The model would not look out of place at the flying field today, but most current modellers have never seen a bicycle winch.

models, a KA-6, in about 1968. This model weighed over 6 lb and was reported to fly very well. The reported cost of about \$300 staggered us at the time as it was about 5 weeks wages. I do not know if any came to Australia.

Another, interesting glider of the time was a Kerwee 11. A V-dihedral, wooden wing, model with rudder and elevator sporting two fuselage layouts, of wooden or fibreglass construction. Modellers have always taken up new engineering very quickly. Heat shrink covering goes back to about 1938 though it cost more to cover a model than the cost of the engine for it.

The First Tug Launch.

The first aero tow that I know of in this country was at the Wallacia Nationals over the 1969-70 period. The radio area had been used for intrepid full size pioneers as a landing area. Tom Prosser and my self carried out this trial using two of Tom's models with Tom on the glider and me on the tug.

The glider was a nice looking slope soarer that Tom had built. The fuse had an "oval" shape using thick sheet top and bottom with bent sides and a landing wheel. This was done against the "experts" advice but proved to be a nice model to land with a neat roll out. Oh for a glider event where smooth landings are the norm. But then, that's Scale Soaring.

The model is (it still exists) about 100 inch span, rudder and elevator featuring a slightly "v" tail, just enough so that the wing touches the ground first, thus protecting the tail.

The design was later featured in AIRBORNE as a small plan and a copy of this plan is still in my collection.

The tug was Tom's contest aerobatic model of some 6.5 lb, powered by a Merco 61 and with one of the first KRAFT proportional radios. This radio system was later sold to John Harren. The aerobatic contest had finished, and Tom had won as usual, so off we went.

I had flown this model on many occasions and it was, for its day, a lively model. Tom had fitted a tow release to the glider and mixture control on the tug released at the tug end, if necessary.

So off we went. The glider was held while I brought up the tug to full power. With the full power of the Merco on the glider, releasing the glider launched the system. Now this is a clean glider probably of some 2 lb but the loss of performance from the tug was a sudden shock to the system. Mine. Climbing was slow, turns gentle and flat. I do not remember how many launches we performed that afternoon but lift was not in abundance

NSW STATE CHAMPIONSHIPS FAI SAILPLANE						
CONTESTANT	CLUB	ROUND 1	ROUND 2	ROUND 3	TOTAL	
1 R KNIGHT	VRF	278	240	218	736	
2 J BLACK	SACS	297	91	330	718	
3 A SWIFT	CRMC	224	133	120	477	
4 D JAMES	IMAC	381	355	278	1014	
5 B TOWNSEND	CACMC	180	331	249	760	
6 L O'REILLY	H'COTE	410	311	205	926	
7 J FIRTH	H'COTE	238	410	196	844	
8 T PROSSER	SCMC	410	410	240	1060	1ST
9 J BURROWS	IMAC	120	360	120	600	
10 J LYSAGHT	SACS	354	278	391	1023	250 2ND
11 J HEELY	CRMC	155	114	128	397	
12 K HAYDON	H'COTE	263	170	183	616	
13 R BADHAM	CACMC	129	159	120	408	
14 P SMITH	GAMB	225	410	160	795	
15						
16 R MURRAY	GAMB	236	171	110	517	
17 B HEALY	UMAC	205	207	198	610	
18 R EVERETT	MARS	204	194	159	557	
19 M O'REILLY	H'COTE	410	410	203	1023	BRD
20 V BIEN	MARS	NIL	26	55	81	
21 G NUTT	H'COTE	249	236	230	715	
22 B MCFARLANE	IMAC	228	410	248	886	
23 K BURKE	MARS	253	285	159	697	
24 B BOWERMAN	MARS	142	114	143	399	
25 K LINDSAY	H'COTE	232	410	123	765	
26 L WINLEY	CRMC	187	205	142	534	
27 J QUIGLEY	UMAC	58	130	215	403	
28 N SINNOTT	CRMC	341	360	177	878	
29 R MOONEY	WALL VRF	108	268	198	574	

The scoreboard at the end of the 1973 NSW State Championships for R/C gliders. How many names do you recognise?

and the heart rate went down with the loss of adrenalin once Tom released from the tow.

It was fun landing with the umbilical chord trailing playing full size tug pilot! We did not try it again.

Converting my 35mm slides to disc, I discovered photos for the NSW State Champs for FAI gliders. I remember being there but not flying. As the notice board shows I did fly, I must have been using a model lent to me, probably by Basil Healy, as he often does.

Included is a photo of the bike launch method.

By now hand tows and bungee launch methods were experimented with. HSL was formed about 1969/70 by Mike & Leo O'Reilly, Keith Lidsay, Graham Firth and Graham Nutt. There is always someone who wants to mould a good idea to suit themselves; as was the case with HSL with some criticism of them wishing to be a glider only club. HSL lead the way on glider contests with Cumberland also putting on some contests in the early '80s.

Mixed in this was the Narrabeen slope area. I did my two hour slope flight for LSF3 at this site one new years eve with a 2m Dirty Birdy.

The first gliding world champs for FAI spec gliders were in 1976 and an AQUILLA won with Australia doing very well led by Mike O'Reilly. FAI glider developed into the F3B event, as we know it.

Thermal gliding has always been popular around Sydney I feel mainly due to Sydney having a dedicated gliding club in HSL.



At the 1973 NSW State Championships Tom Prosser assists Leo O'Reilly to prepare his mighty Thunder King. The model was built originally for free flight and later converted to radio control.

Various classes have been tried, 100 inch but this has gone by the way. Two metre has survived and in the last 6 years has become popular. SAM 1788 has encouraged Vintage gliders with a small band of builders. This class is for model gliders designed before 1950. It was believed that this might get more glider guiders interested in OT, but this has not happened. I do like this class of gliding.

symmetrical tail. I took this model to America in 1980 and did some of my LSF tasks at Curtis School Field in Sunny Vale, a suburb of Silicon Valley. It is a great field for thermals.

Nostalgia has been tried once in NSW but was dropped. I feel that not enough time was given to promote this low-key event. The best Scale event in NSW only had two models on its second year so maybe Nostalgia will be slow in its germination. I like the concept of this event with rules and eligible models on the US LSF WEB site.

Much more happened but this was intended to be a snap shot of 40 years of gliding around Sydney, Newcastle and Wollongong.

John Quigley

(John also supplied all the photographs for this article. They were scanned from faded 33 year old slides. Ed)

F3J started as an alternative to F3B but this has become a very special event. Congratulations to the Aussies who have taken this event by the neck and strangled the maximum out of their models and gained an Australian World Champ.



The Pit area at the 1973 NSW State Championships. Some of these gliders show their free flight ancestry, but most would not look out of place today.

The US had a strong following for 100in standard class models. This formula did not have much of a following here with many of the 100in models being stretched by the Sydney locals. The Paragon, Olympic and Viking are some that immediately come to mind. Basil Healy did a stretch of the Paragon while John Borril stretched the Viking. My "Olympic" was stretched to 120 inches, D tube wing tissue covered and a parallel

Dates to Remember

April	2	HSL Club Competition Round 1	Maddens Plains
April	9	Two Metre Glider - Millennium Cup Rnd 3	Queanbeyan
April	13 - 17	SAM Championships - Old Timers	Canowindra
April	14 - 17	Electric Glider Rally	Cootamundra
April	18 - 25	Nationals	Milang (SA)
April	23	Open and 2 Channel Glider	Cooma
April	30	Open Glider	Gunnedah
May	7	NSW F3J Championship	Maddens Plains
May	7	Old Timers	Goulburn
May	21	Two Metre Glider - Millennium Cup Rnd 4	Hexam
May	26 - 28	Old Timers	Cootamundra
June	4	HSL Club Competition Round 2	Maddens Plains
June	10 -12	LSF Tournament	Jerilderie
June	17 - 18	New England Gas Champs - Old Timers	TBA
June	25	HSL Club Competition Round 3	Maddens Plains
July	2	F3J Club Comp and Team Practice	Maddens Plains
August	27	HSL Club Competition Round 4	Maddens Plains
September	9 - 10	Two Metre Glider - Millennium Cup Rnd 5	Cowra
September	17	7 Cell Electric Glider	Berkeley
October	14 - 15	NSW Thermal Glider Championships	Muswellbrook
October	22	Two Metre Glider - Millennium Cup Rnd 6	Maddens Plains
October	28 - 29	Old Timers	Lithgow
October	29	7-Cell Electric Glider	Maddens Plains
November	5	HSL Club Competition Round 5	Maddens Plains
November	12	Shoalhaven Shield (Two Metre Glider) Millennium Cup - Round 7	Bomaderry
November	19	HSL Club Competition Round 6	Maddens Plains
November	26	Scale Aerotow Gliders	Maddens Plains
December	3	Ted Swan Cup	Goulburn

The information above is the best we can get at the time of publication, but I can guarantee you there will be

many additions and changes as time goes on. Please be sure always to use the latest version and, if in doubt check with the organisers of the event.

HSL

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