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Issue #54

Newsletter of Heathcote Soaring League Inc.

February/April 2007



On Day two of this year's Heathcote Cup Alan Lowe launches Matthew Partlett's Pike Superior. Peter Sikora, Fred Lodden and Colin Woodward can be seen in the background. It was a good day for Samba Model, which manufactures the Pike series of F3J sailplanes in the Czech Republic. Pike Perfects and Pike Superiors took five of the top six places. For a full report on the Heathcote Cup for 2007 see pages 7 to 9.

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Bits and Pieces.

Flutter Problems.

Bruce Murray asked that the following be passed on to members.

“In the past I have told some of you how I achieved lightness in my First by leaving out the small wire in the inner rudder push rod. If you have done this please DO NOT launch with either reflex tow or winch until you have corrected it. What happens is that the inner can stretch and contract resulting in a high speed rudder flutter which will rip the complete fin and rudder from the model. I know as it has happened to me countless times. If necessary replace with a stronger push rod.”

Winches.

At the 6th round of the Club Comp in 2006 Les Morris and myself ran some tests on the winches that were used. These results should not be taken too seriously but as a general comparison. There are so many variables involved that this method of testing would never be accurate.

There is one interesting result, with Fred's battery connected and a stall test done compared to the test with Les's battery. It would appear as if Fred needs a new battery.

In the table the Name is obvious; the Number is the Bosch frame number. The last group of three I think is the make of car. The voltage was measured with a multi meter with minimum hold, as the plane was being towed up the line or the motor stalled. This was the lowest voltage reached. The Amps was taken with a 1000 amp clamp with maximum hold. This was the highest current draw as the plane was going up the line or the motor stalled. Make is the make of winch. Car is the car the starter originally came from if known. Class is the type of plane flown and is one of the variables as they were all different. STest is a stall test where the motor is prevented from revolving and measurements taken. Resistance is derived by dividing the voltage by the current and multiplying by 1000.

Whatever you do don't confuse this test for the proper MAAA test. Theirs is done with the motor locked and with a storage oscilloscope and measurements taken with the armature in three different places and the results averaged. Power is derived by the voltage times the current. If there are any discrepancies I apologize profusely. It is for a rough comparison only. Cheers,

Bruce Murray

Name	Number	Voltage (V)	Current (A)	Make	Car	Class	Resistance (milliohms)	Power (kW)
Jack	0001 311 125	9.3	310	American	BMW	Open	30	2.88
Peter	9000 063 064	10.2	205	AirStrike		Open	49.7	2.09
Klaus	9000 063 007	10.14	320	Home Made		Open	31.6	3.24
Fred	9000 063 079	7.58	402	AirStrike	EA Falcon	Open	18.8	3.04
Fred	Fred's Battery	6.29	565	AirStrike	EA Falcon	STest	11.1	3.55
Fred	Les's Battery	8.39	759	AirStrike	EA Falcon	STest	11.1	6.37
Bruce	9000 063 080	10.0	295	Les Morris		Open	33.8	2.95
Bruce	9000 063 080	9.69	618	Les Morris		STest	15.7	5.99
Les	9000 063 080	9.4	619	Les Morris		STest	15.2	5.82
Steve	9000 063 064	8.25	615	AirStrike ?		STest	13.4	5.07
Max		9.51	510	Max		STest	18.6	4.85
Colin	0001 311 018	9.52	547			STest	17.4	5.21

Wanted: Dead JR or HiTec receivers.

I plan to use their cases for prototype video systems. Prefer types where servo leads plug into the side rather than the top. Say \$15 each. I'll post cash, and I'll include a self addressed, stamped satchel. So all you have to do is pop it in a mail box.

Richard Shelton

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Batteries for Radio Control.

John Quigley sent me this interesting piece after reading my article on NiMH battery care in the previous issue.

To my knowledge NiCds were invented in the mid to late 50's with the major brand being DEAC. They were about the size of a 20c coin and about 4 mm thick. The shape later caused the loss of an aerobatic model of mine the day before a Nationals. The shape was a very flat "T" and the rounded formed edge eventually cut the common wire. By this time we were flying proportional systems that required NiCd batteries as dry cells had too much internal resistance for the wireless sets to work.

In the early days of reed radio systems most of us used dry cells or carbon batteries. It was always necessary to "nock the edge" off a new set of servo batteries before a contest as a model was too sensitive on fresh servo cells. One could then fly until the servos felt slow and you could always get home. The number of pulses to go from high motor to low motor was also an indication that the servo batteries were getting low. In those days there were two servos on elevator, one for elevator and one for elevator trim. The trim servo was also an indication of failing servo batteries.

This leads to NiCd and NiMH batteries. NiCds needed a method of measuring their capacity so the method that was used, and is still used, is to load the battery so that a good fully charged battery will supply the measured current for one hour. Hence the rating of say 2 amp-hour (2 Ah), which means that the battery will supply 2A for 1 hour and still be showing more than 1.1 Volts.

After this test there is no point in measuring the open circuit voltage as the chemistry of a NiCd will recover somewhat and the voltage will increase slightly. This can be demonstrated with a battery drill when the battery has been discharged and stops working. After the battery and motor cools down there will be a small recovered charged and for a short period the drill will work.

This is why I do not like some of the digital or LED bar ESV's on the market for measuring modelling batteries. An analogue ESV is the best as it is possible to observe the rate of discharge in battery voltage whereas a LED bar uses a step function and a DVM uses an sample and compare technique. It is wrong to assume a DVM is more accurate than a moving coil VM. Any ESV must load the battery so as not to measure the zero current voltage.

So what about NiMH batteries? They to are rated using the amp/hour methods as the marketplace understands this measure, but the discharge current used by the manufacturers is 400 mA. It takes 5.25 hours to discharge 2100 Ah NiMH battery at 400 mA. This is not the same as discharging at 2100 mA for one hour, as would be done for NiCds.

I lack data on the stall current of modern servos. With the variation in model size, power and the myriad of servos available I would be cautious using NiMH batteries in some applications. The internal resistance of a NiMH battery could cause the battery voltage to drop to a level where the receiver may not work or, at best, range could be reduced.

NiMH batteries should be charged by measuring voltage and temperature and using these parameters to adjust the charge time. There are some special integrated circuits developed for this purpose.

Cycling NiCds is another area of battery maintenance where modellers have been duped by inferior products. It is important to load a new pack and measure the time to discharge to 1.1 volts. Knowing the time and current the amp/hour capacity can be calculated. It is not surprising for a new pack to be only 90 to 95 % capacity. This is because when manufacturers test their product they carefully select the best units for test.

A good NiCd when fully charged will have an zero current voltage of about 1.45 volts.

For more information try the following sources:

GE NiCd Handbook; Sanyo Web site; REDS Battery clinic; greenbatteries.com; R/C Battery clinic.

John Quigley.

Contest Reports.

Ted Swan Cup Goulburn - 2 December, 2006.

This event is nearing its thirtieth anniversary and continues its laid back format. The task is to accumulate 30 minutes of flight time in five flights, in a five hour window, with a maximum of 8 minutes for any one flight. The only other thing you need to do is land within the mown area of the field.

Sounds easy – buzzzzz – wrong! From memory, the best result has been around 20% of competitors achieving the target and participating in a fly off, the worst not one actually getting the exact time.

One aspect that repeatedly catches out even the best, is actually landing on the mown area. On thinking this through, often pilots are more time orientated than landing, because there is no specific marker or time (except for the last fight). In trying to get the extra seconds, they come in low and fall short.

Some new comers to the event when hearing the landing criteria, remarked “no worries”. You can guess the rest.

2006 saw approximately 20 pilots with a good contingent from HSL. This would have been larger if Col Woodward and Ian Roach had been 100% fit and Guy Brand had not had to go the Queensland at short notice. Klaus Metzger, Rebecca Richards, Fred Lodden, Peter Sikora, Bruce Murray and myself from HSL along with some locals, a group from Canberra and one from Rebel Club in Newcastle made up the field.

The day started off quiet cool with jackets the order of the day. Lift was available right from the start fed by a light northern easterly breeze. At times this did not equate to booming, out of sight stuff, but working what was not much more than buoyant air. Despite the temperature getting up to 19 degrees, on occasions three minutes was a challenge, even when, at the time of launching, conditions looked favourable.

Just before 3 pm all pilots had completed their five flights with only three getting the 30 minute target exactly. They were, Peter Sikora, Rebecca Richards and myself.

Unfortunately for Rebecca she had damaged the inner nose cone on her new Icon, landing hard on the last flight to get the exact time. While repairable, the field was not the place to carry out a fix, so she settled she for 3rd place. Well done Rebecca. Fred Lodden went very close, missing out by just one second for 4th place.

A fly off was organised between Peter Sikora and

myself. The format is both up, last down, and land on the mown area. Just as the call to launch was about to be made, I noticed a few grass seeds being sucked up and down wind. After launching, I headed off down wind and found the thermal and got away. Peter either did not see it or decided to push out in front. Over the next 20 minutes, I just maintained height well above Peter. There were at least two occasions when I thought Peter was down and out, but he found some light lift and gained height again. Eventually, gravity prevailed and Peter landed. All that was left was for me to ensure I landed on the field. Some 24 minutes after the start of the fly off, the Ted Swan Cup was over for another year.

1st	Jack Murphy	1800
2nd	Peter Sikora	1800
3rd	Rebecca Richards	1800
4th	Fred Lodden	1799
6th	Klaus Metzger	1784
7th	Don Farrar	1747
11th	Bruce Murray	1441

Jack Murphy.

Millennium Cup - Round 1. Werrington - 14 January, 2007.

It was a lovely warm day at Werrington, with little or no cloud cover. In the morning the wind was light and was continually changing direction, with the usual Werrington very strong thermals surrounded by large patches of sink. Immediately after lunch the wind strengthened and settled down to a steady South East direction, and conditions became very savage with almost limitless sink and at times no lift. Reading the air and determining the direction to fly for lift became a valuable skill. There was no real carnage but some planes incurred minor damage forcing the pilots to get out their backups.

The results were:

1st	Jack Murphy	1976
2nd	Owen Percy	1970
3rd	Carl Strautins	1965
5th	Klaus Weiss	1858
6th	Fred Lodden	1828
7th	Peter Sikora	1756
10th	Don Farrar	1707
11th	Klaus Metzger	1705
16th	Ian Roach	1461
20th	Max Stone	1279
21st	Rebecca Richards	1233
22nd	Ian Avery	1112

Fred Lodden



Klaus Metzger built this manually operated line retriever which worked very well at Werrington saving much time and energy (photo by Fred Lodden).

were light. As the day became hotter very strong thermals, and very strong sink, would develop. Conditions were ideal for competition. Most people made the ten minute target time on at least a few occasions, but it was not easy to achieve this every time, which was what was needed to win.

Despite the large entry, the loss of a large part of Saturday, having to take turns with the electric glider events, and having to change the winches around several times because of wind changes, eight rounds were completed. The results were:

1st	Carl Stautins	6996	Icon
2nd	Matt Lowe	6989	Pike Perfect
3rd	Michael James	6867	Europhia
4th	Thomas Cooke	6597	Pike Perfect
9th	Alan Lowe	6234	Pike Superior
10th	Ian Roach	6201	Ellipse 4
11th	Jack Murphy	6190	Pike Superior
14th	Rebecca Richards	6118	Icon
17th	Klaus Metzger	5644	Starlight/Zenit
20th	Guy Brand	5415	Escape
23rd*	Owen Pearcy	5132	O/D 2M
26th	Fred Lodden	4718	Pike Superior
28th*	Don Farrar	4351	First/Pearcy 2M

Armidale Sailplane Expo. Armidale - 26/28 January, 2007.

This event is second only to Jerilderie in size. Although it is held far from the major population centres it attracts entrants from Sydney, Brisbane and Melbourne, as well as many regional centres. This year there were 35 competitors in the thermal glider event. These included double F3J World Champion David Hobby and three times F3J World Championship finalist Carl Strautins, as well as many other top pilots, so winning was not going to be easy.

The event was held over three days commencing on Australia Day, which this year fell on a Friday. Two electric glider events were also run with rounds of thermal glider and electric glider alternating. This proved much better than the previous year's system in which several rounds of thermal would be followed by several rounds of electric.

On Friday winds were light and soaring conditions were good. On Saturday it was calm early but the wind gradually increased eventually becoming very strong and forcing an early finish to the day's flying. Sunday also started out calm with the wind strength increasing as the day went on. However, although it became strong enough for most people to ballast their gliders it was nevertheless a beautiful flying day.

Soaring conditions were typical of inland flying sites in summer. Early in the day thermals were present but

IMAC's Owen Pearcy won the RES division of the event flying his very successful own design composite two metre glider. Don Farrar was second in RES.

A feature of the Armidale Sailplane Expo is the Bald Eagle Trophy, which is awarded to the highest placed competitor over 50 years old. With one round to go Alan Lowe was leady me by just one point, with Jack Murphy close behind. We were all drawn in the same heat in the final round. Thermal conditions were good but a strong



Ian Roach's Ellipse 4 gets away to a good launch at Armidale, with a little help from Jack Murphy (photo by Fred Lodden).

breeze meant you had to follow the lift a long way downwind. We all got away and made the ten minute target. I failed to handle the turbulent conditions during landing, dropping some landing points and thus allowing Alan to increase his lead and Jack to catch up. The final round did not change the positions, but it was an enjoyable and exciting end to this event within an event.

but those whose models had provision for ballast used it and benefited accordingly. I used 200g of ballast for every flight except for one made immediately after the rain shower, when there was a brief lull in the wind. Sometimes at Berkeley we have problems with the parachute falling outside the mown area, slowing down retrieval and reducing the launching rate, but on this occasion the wind direction was just right and the

The popular 7-cell class was the main electric event, but two of the electric periods were used to fly a demonstration event to the local version of F5J.

In 7-cell there were 12 entries and six rounds were flown. The results were:

1st	Owen Percy	4984
2nd	Greg Needham	4951
3rd	Peter Pine	4916
8th	Don Farrar	4681
8th	Fred Lodden	4681

F5J had ten entries and just two rounds. The results were:

1st	Jim Houdalakis	2000
2nd	Peter Pine	1840
3rd	Rob Watson	1574
8th	Fred Lodden	913
10th	Ian Roach	491

F5J is still very experimental, and many different sets of rules are being trialled. The models flown in this event ranged from simple sports gliders with brushed ferrite motors, to 7-cell competition models, to large moulded models similar to F3J designs but with powerful brushless motors. The latter are very impressive soaring machines and will, I expect, become the norm for this event in due course.

Ian Roach.

Millennium Cup - Round 2.
Berkeley - 11 February, 2007.

When I left home I thought that there was almost no chance that this event would go ahead. It was raining steadily, as it had been all night. The forecast called for more of the same.

In fact it turned out to be quite a good day. It was calm at first but a brisk breeze soon blew up from the North East. There were just a couple of brief showers, only one of which was heavy enough to cause a temporary halt to flying.

The wind was not strong enough to cause any problems



At Berkeley for Round 2 of the Millennium Cup the sky looked very threatening but there was only one short rain delay, and it turned out to be a good day for flying.

parachute fell in a convenient location every time. As a result we were able to complete seven rounds comfortably, despite the rain delay.

The results were:

1st	Ian Roach	1956	First
2nd	Klaus Metzger	1866	Sagitta
3rd	Rebecca Richards	1834	First
4th	Jack Murphy	1807	First
5th	Peter Sikora	1792	O/D
7th	Bruce Murray	1702	First
12th	Max Stone	1549	SoarMax
14th	Fred Lodden	1496	First
16th	Klaus Weiss	1317	First
17th	Les Morris	1205	First
18th	Troy Zivkov	1188	First
21st	Steve Zivkov	1041	Sagitta

Klaus proved the old built up designs can still compete successfully, even on a windy day. The Sagitta 600 design is over 25 years old.

It is quite common for glider pilots to report soaring in wave lift on windy days but I believe this type of lift is in



As we were packing up at Berkeley a tornado appeared just a kilometre or two away over Lake Illawarra forming an impressive waterspout.

fact very rare. A characteristic of wave is that it extends cross wind for some distance but is relatively narrow in the direction of the wind. I suspect that thermal streets are often wrongly interpreted as wave. On this day however I encountered lift, during three flights, that I believe may well have been wave. It appeared to be generated by the row of hills to the North of the field. Because the wind was from the North East it was necessary to fly to the North West of the field to find the wave and to be careful not to fly out of bounds over the pit area or the highway in the process. It was necessary to arrive in the lift area as high as possible, and carrying ballast helped in achieving this. Despite my success in exploiting this wave, if that is what it was, few attempted to follow my example. I think this was an important factor in my win.

Ian Roach.

Hunter Valley Championships. Muswellbrook - 3 March, 2007.

At this time of the year there are glider competitions scheduled for nearly every weekend and so I almost decided to give this event a miss. I am glad that I changed my mind as the day, despite being uncomfortably hot, turned out to be a superb day for flying.

Only a few years ago the Hunter Valley Championship was one of the best supported events on the contest calendar. Less than ten years ago I can remember occasions when over thirty pilots competed in the glider event. But for some reason its popularity has been in decline. This year there were 15 entries, an improvement

on the past couple of years. A very positive sign was that ten of these were locals. Only three HSL members attended, with one other Sydney pilot and one from Armidale. Only five pilots were flying moulded models. There were a couple of two metre models and the rest were larger RES types. RES models have virtually disappeared from HSL but they obviously still have a following in the Hunter.

By the end of the fourth round it was clear the winner would be an HSL member, but all three of us still had a good chance. After round five Peter Sikora was in an unbeatable position with Rebecca Richards and myself still battling for second.

Rebecca and I were drawn to fly against each other in round six. Both of us were soon down low trying to work the same very weak thermal. I made a mistake when I was too low to get a second chance, and Rebecca claimed second place.

The results were:

1st	Peter Sikora	4996	Starlight 3000
2nd	Rebecca Richards	4974	Icon
3rd	Ian Roach	4866	Ellipse 4

Ian Roach.

Heathcote Cup - Day 1. Maddens Plains - 11 March, 2007.

Day 1 was originally scheduled for February 25 but had to be postponed due mainly to low cloud. So the day originally intended to be Day 2 became Day 1, and Day 2 was rescheduled to March 25.

There were 15 entries, the same as the Hunter Valley Championships held the previous weekend, but this time only three were not flying modern moulded gliders, so the competition was tougher.

Only three competitors were not HSL members. A few years ago this would have been surprising, but these days most of those who are interested in thermal glider competition, and who live in or near Sydney, are HSL members.

At the beginning of the day the wind was light and from the North West. It became even lighter, and backed to the West, as the day went on. Thermals were generally light, though there were a few of moderate strength in the middle of the day. Despite this only 3 of the 18 heats were won without achieving the ten minute target time.

The results were:

1st	Matt Lowe	5000	Pike Perfect
2nd	Alan Lowe	4991	Pike Superior
3rd	Thomas Cooke	4980	Pike Perfect
4th	Matthew Partlett	4924	Pike Superior
5th	Ian Roach	4816	Ellipse 4
6th	Rebecca Richards	4733	Icon
7th	Colin Woodward	4631	Eraser/Sharon
8th	Jack Murphy	4629	Pike Superior
9th	Peter Abell	4579	O/D F3B
10th*	Owen Pearcy	4418	O/D 2M
11th	Fred Lodden	4285	Pike Superior
12th	Don Costello	3750	Tragi 603V
13th*	Don Farrar	3685	First
14th	Klaus Metzger	3584	Zenit/O/D 2M
15th*	Bruce Murray	2959	First

*2 metre

As you can see it was close at the top. Owen Pearcy, though only tenth overall, scored nearly 90% of a perfect score, a very meritorious performance with a two metre model.

The Cup will be awarded for the best performance over the two days. Quite a few pilots still had a chance, though you would have to say that the winner would most likely be one of the top three or four from Day 1, as



The Editor's Ellipse 4 finished Day 1 of the Heathcote Cup on top of a nearby transmission tower. A friendly and efficient Integral Energy crew retrieved it the next morning without further damage.

they had a break of a couple of hundred points on the rest of us.

I managed to provide one of the highlights, or was it lowlights, of the day by landing, and remaining perfectly balanced, on top of the large transmission tower just across the road on the golf course. Depth perception was the problem. I, and most of those watching, thought my model was well behind and above the tower. Integral Energy retrieved the model for me, with only minor damage, the following morning.

Ian Roach.

Heathcote Cup - Day 2. Maddens Plains - 1 April, 2007.

As with Day 1 it took two attempts to run Day 2. The first attempt was abandoned because of high winds.

On the first day of April however things could hardly have been better. A steady breeze, initially from the South West but backing gradually to South East as the day went on, was just the right strength for good launches. And launching to the South also eliminated the very nasty possibility of losing sight of your glider in the Sun while launching.

There were plenty of thermals, mostly light and smooth in the morning, but quite strong and at times turbulent in the afternoon. With good lift and just a bit of wind it was common to see three or four gliders drifting way downwind in the same thermal. Though the wind was never strong it was quite common to reach the limits of eyesight and have to come back upwind for a second thermal to complete the target ten minute flight time.

All in all it was an ideal day for a thermal glider competition.

Despite the fact that the wind was never strong there were many line breaks and tangles, and quite a bit of time was lost while these were fixed. Despite this six rounds were completed comfortably.

In six rounds of competition, with three heats per round, only one heat was won without the ten minute target time being achieved.

From Round 5 onward the CD, Bruce Robbins, arranged the draw so that the leading pilots flew against each other, the next batch against each other, and so on. If he thought this might have the

effect of spreading the scores he was wrong. The scores of the top five pilots flying against each other in heat one of round 5 ranged from 689 to 698 out of a possible 700. And in round 6 only one pilot in each of the three heats failed to achieve the ten minute target flight time.

The results were:

1st	Thomas Cooke	5000
2nd	Matt Lowe	4990
3rd	Alan Lowe	4607
4th	Ian Roach	4604
5th	Matthew Partlett	4579
6th	Jack Murphy	4525
7th	Colin Woodward	4322
8th	Peter Sikora	4277
9th	Rebecca Richards	4019
10th	Fred Lodden	3901
11th	Carl Strautins	2996
12th*	Don Farrar	2888
13th*	Les Morris	2850
14th	Richard Solomon	2296
15th*	Ken Woodward	1798

Pike Perfect
Pike Perfect
Pike Superior
Ellipse 4
Superior/Sharon
Pike Superior
Eraser
Starlight 3000
Icon
Pike Superior
Icon
First
First
Starlight 2000
Sagitta 600

1st	Matt Lowe	9990
2nd	Thomas Cooke	9980
3rd	Alan Lowe	9591
4th	Mathew Partlett	9503
5th	Ian Roach	9395
6th	Jack Murphy	9154
7th	Colin Woodward	8953
8th	Rebecca Richards	8752
9th	Fred Lodden	8186
10th*	Don Farrar	6573
11th	Peter Abell	4579
12th*	Owen Percy	4395
13th	Peter Sikora	4277
14th	Don Costello	3725
15th	Klaus Metzger	3562
16th	Carl Strautins	2996
17th*	Bruce Murray	2959
18th*	Les Morris	2850
19th	Richard Solomon	2296
20th*	Ken Woodward	1798

*2 metre

Ian Roach

Heathcote Cup - Combined Result.

The Heathcote Cup is probably the oldest R/C glider event still being held in Australia. I have not been able to find out exactly when it began, but it was certainly well over 30 years ago. For many years the event was held over the two days of one weekend, but more recently it was changed to two Sundays several weeks apart. The Cup is awarded to the pilot who achieves the highest combined score over the two days.

This year the results were:



*2 metre

Just ten points in 10000 separated the top two. Don Farrar was the top two metre pilot.

The results over two rounds were much more consistent than is usual. The same five pilots filled the top five places on each day, and overall, with just a slight reshuffling of the order.

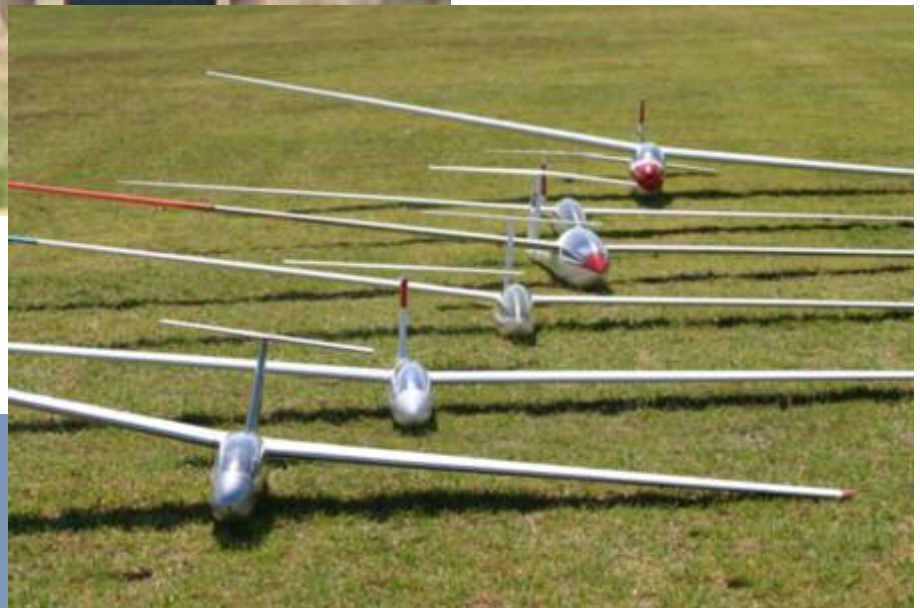
With just twenty competitors, only ten of whom contested both days, the entry was a little disappointing. However the standard was very high and the event was keenly contested. Combine this with good flying weather on both days and the result was one of the most enjoyable Heathcote Cup events we have had for years.

Ian Roach.

Matt Lowe launches Thomas Cooke's Pike Perfect on Day 2 of the Cup. Thomas took first place on Day 2 and second overall.

Note the very poor condition of the field caused by its frequent illegal and uncaring use by a group of car "hoons".

Some Images from the Rebels Scale Aero-tow Day.
(Photos by Jack Murphy)



“Rookie” Pilots

You may recall that about a year ago an RAAF F-111 was forced to make a wheels-up landing at Amberley because of a technical malfunction. The popular press was loud in its praise of the skill of the F-111’s pilot, who they described as a “rookie pilot”.

HSL member Steve Weatherstone sent me some pictures of the wheels-up landing, and a couple of them are reproduced here. As Steve has a lifetime of experience as a professional pilot I asked him whether it is really true that we allow rookie pilots to fly our expensive high performance military jets. His answer amounted to “yes and no”.

Steve tells me that after initial training on the CT4,

which he describes as a Victa Airtourer on a very small amount of steroids, a trainee pilot progresses to the PC9 and BAe Hawk before converting to operational fast jets such as the FA18 or F-111. He might be flying these machines when he has only 400 hours in his log book.

A civilian pilot with 400 hours experience would not qualify to fly a Cessna 206 on joyrides over Kakadu. The difference is that in the military every minute of that 400 hours is filled with carefully planned quality training. This is not the case with civilian training. So it may be that the young man who did so well at Amberley had the skill and experience that a civilian pilot can only achieve after many more flying hours.



I was surprised to see that the F-111 is fitted with an arrester hook and that it was used in the wheels-up landing shown here. Steve says that most military airfields have arrester wires but he is not sure which aircraft types are equipped with hooks.

You would think that even the gentlest wheels-up landing of a heavy fast aircraft like an F-111 would result in considerable damage. However it was reported that the aircraft suffered only minor damage in this incident. I doubt if its pilot would have had to buy his own drinks in the Officers’ Mess that night.



Dates to Remember

April	1	Heathcote Cup Day 2	Maddens Plains
April	6 - 8	Electric Glider Rally	Cootamundra
April	6 - 8	Scale Aerotow Gliders	Jerilderie
April	15	2m Glider Millennium Cup Round 3	Queanbeyan
April	22	HSL Club Competition Round 2	Maddens Plains
May	6	NSW F3J Championship	Maddens Plains
May	6	Open Thermal Glider	Gunnedah
May	20	2m Glider Millennium Cup Round 4	Rebel - Hexham
May	27	HSL Club Competition Round 3	Maddens Plains
June	9-11	LSF Tournament	Jerilderie
July	8	HSL F3J Competition	Maddens Plains
August	26	HSL Club Competition Round 4	Maddens Plains
September	15 - 16	2m Glider Millennium Cup Round 5	Cowra
September	23	7 Cell Electric Glider	Berkeley
October	13 - 14	Open Thermal Glider	Muswellbrook
October	21	2m Glider Millennium Cup Round 6	Maddens Plains
October	21	Thermal Glider Handicap	Gunnedah
October	28	7 Cell Electric Glider (MMS)	Maddens Plains
November	4	HSL Club Competition Round 5	Maddens Plains
November	11	Shoalhaven Shield, 2m Glider Millennium Cup Rd 7	Bomaderry
November	18	HSL Club Competition Round 6	Maddens Plains
November	25	Scale Aerotow Gliders	Maddens Plains
December	2	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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