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Newsletter of Heathcote Soaring League Inc.

May/September 2007



Australia's John Skinner with his Caracho 3000. John placed 10th at the F3B World Championships in Switzerland this year. For a full report see page 11.

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- 2006/2007 Accounts
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Bits and Pieces.

Newsletter Schedule.

Members will no doubt have noticed that this issue of the Newsletter is VERY overdue. Most of the delay is a simple consequence of your editor's laziness, plus perhaps a shortage of inspiration on what to write about.

Only for the last few weeks do I have a reasonable excuse. After a visit to my GP over what seemed like a minor complaint I found myself sent directly to hospital in an ambulance. At the hospital the experts quickly informed me that I had suffered from a heart attack and that I needed a triple coronary artery by-pass operation. That put me out of action completely for about a month and it will be an additional month or more before you see me back at the flying field.

This is a long and complex way of appealing for contributions from members to the Newsletter. I won't be out and about to see what is going on for a while, so I need your help to fill these pages.

Although my recovery is proceeding well there were a few times when I felt a little sorry for myself. This came to an abrupt halt just a couple of days after I came home as I was reading my morning newspaper.

In New Zealand a light aircraft had crashed while on an instructional flight. The instructor, who was just 27 years old and had suffered a broken arm and wrist in the crash, smashed his way out of the cockpit and moved his student to a safe place. Then, using tape from the aircraft's first aid kit, he secured his partially dislodged skull to his head and walked eight kilometres to get help.

Who says they don't make them tough any more?

Plovers at Maddens Plains.

It is that time of year again. The birds are nesting and many young ones will soon be filling our skies.

The Eastern Plover builds its nest in the open. It is not well hidden, not hidden at all really, but the reverse of this is that predators cannot approach the nest without being seen. A large flat area with short grass is ideal for their purposes and so Maddens Plains has been blessed with the presence of a number of pairs of Eastern Plovers for many years. Plover parents patrol constantly. When they see any creature that looks dangerous they run or fly away from the nest making a lot of noise. The idea is that the predator will chase them, and leave the eggs or chicks in the nest alone. It must work most of the time as there are still plenty of plovers around.

To your average plover a human, or a model glider in flight, looks a lot like a dangerous predator. The plovers will do whatever they need to do to protect their nests, including attacking you or your model.

I urge you to admire and applaud this behaviour, and not to interfere with the nests. They do cause some inconvenience, but it is only for a few weeks each year.

If you see an unmarked nest on the field it is good to mark it to reduce the risk of accidental damage.

Like all native wildlife the plovers are protected by law.

Seeing Inside Confined Spaces.

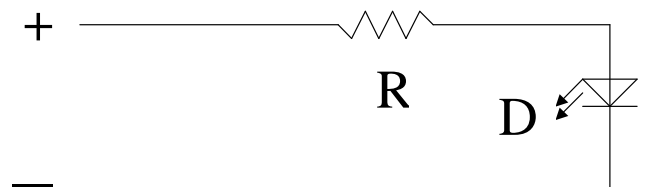
Now and again we need to inspect or work on the inside of our gliders, for example inside the tail boom, where there is little or no natural light. A simple light wand solves the problem. I made mine in accordance with a design published in the October 2006 issue of Radio Control Soaring Digest. The original design comes from Mark Stone of the Southern Soaring League in Adelaide. It's a small World.

All you need is:

- One Servo Extension lead, small connector and signal wire removed.
- One old four cell receiver battery pack.
- One 100 Ohm 1/4 W resistor (R).
- One Light Emitting Diode Catalogue # Z3984 (super bright white) (D).
- Heat shrink tubing.

I could not find the specified LED so used another with a similar catalogue number, it worked fine.

The circuit looks like this.



You probably already have everything you need except the resistor and LED, which can be obtained for the cost of some loose change at electronics suppliers.

Assembly is easy, the most time consuming part of the job is heating the soldering iron.

I have found this simple and inexpensive gadget very useful.

Charging Transmitter Batteries.

It is often a good idea to remove the battery from your transmitter for charging or discharging, particularly if you intend using relatively high currents for which the transmitters internal wiring may not be suitable.

Also some transmitters are wired so that discharging the battery while it is in the transmitter is not possible. Occasional cycling of NiCd and NiMH battery packs is essential, so with these transmitters you have no choice but to remove the battery.

None of this every presented any problem for me until I bought a Graupner/JR MX-22 transmitter a couple of years ago.

The connector used on the battery pack of the MX-22 is different to anything I had seen before and I could not find a matching male connector with which to make up a charging lead. I tried several improvised set-ups but none of them was completely satisfactory.

The solution is in fact VERY simple and was given to me by Jack Murphy, who has been using Graupner/JR equipment for years.

Take an ordinary JR servo extension lead. The larger of the two connectors, which is often described as the female end but is really the male end, can be modified in a few seconds to do the job. The plastic shroud is easily removed using gentle force, exposing the three male connector pins. The signal pin is then cut off flush with plastic using sharp side cutters. That's all there is to it. The two remaining positive and negative pins exactly match the female connector on the Graupner/JR battery pack. You can cut off the female plug and replace it with banana plugs, or whatever type of connector suits your charger, but I did not even bother to do that. I simply plug my Graupner/JR transmitter charge lead onto the end of a standard receiver charge lead.

The whole job is quicker to do than to describe, costs almost nothing, and works perfectly.

Timing and Talking.

I have never competed in a gliding competition where the organisers provided independent timekeepers. Probably World Championships are different, but I do not compete at that level. Generally we have to organise our own timekeepers, usually a friend or team mate, despite which I believe cheating is extremely rare, if it occurs at all.

The timekeeper usually, though not universally, also serves as a sort of coach and second pair of eyes for the pilot, who must watch his own model most of the time. In this role the timekeeper can advise his pilot on where

lift and sink are located, suggest changes in tactics to extend the flight time, and keep the pilot informed concerning the progress of working and flight time. A good time keeper can be an enormous benefit to his pilot.

Earlier this year, at the LSF Tournament at Jerilderie, I tried an innovative new technique while acting as timekeeper. It worked so well I thought I should share it with you.

I was timing for HSL member Rebecca Richards. Rebecca made a good launch and, after a little searching, found a good thermal in which her Icon climbed away well. I spent a good deal of time observing the progress of the other competitors in the group so that I could advise Rebecca where to go if her thermal petered out. My advice was not needed. With the flight time at 8 minutes 30 seconds, and the Icon still quite high there would be no need to find more lift, so I advised Rebecca that it was time to start her descent.

The Icon's nose went down and the glider began to descend gradually. With nine minutes flown and only one minute left the Icon was still very high so I advised Rebecca to increase her rate of descent significantly. "It's coming down OK", she said. "No it's not", I replied, "you need to dive vertically or you will overfly the time."

The Icon's nose went down a little more steeply but the rate of descent was still, in my opinion, not sufficient. I concluded that Rebecca was not comfortable performing a very steep high speed descent and that it was now inevitable she would land late.

With twenty seconds to go Rebecca's model was not even in the landing pattern. The talking timer began its countdown; "ten, nine, eight, seven, six", the Icon was still fifteen or twenty metres above the ground and well away from the landing spot, "five, four":

Suddenly I heard the sound of a glider skidding along the ground and, turning round, I saw Rebecca's Icon sliding up to the spot. It was a very good flight, just two or three metres and two or three seconds off being a perfect flight in fact.

I had been watching the wrong model, and advising accordingly. My technique worked so well I intend using it again in future and I anticipate equally spectacular results will follow. Anyone want me to time for them?

Scale Sailplanes.

Have a look at this, you won't be disappointed.

<http://www.retroplane.net/frankfort-model/page1.htm>

Minutes of the Annual General Meeting of the
Heathcote Soaring League Inc
1st of August 2007

The annual general meeting of the Heathcote Soaring League Inc. was held at the 123 River Road, Engadine, on the 1st of August 2007

Meeting Opened: 19:38

Attendance:

Alf Sealey
Fred Lodden
Peter McGregor
Ross Newman
Bruce Robbins
Max Stone
Klaus Weiss
Jack Murphy
Guy Brand
Colin Woodward

Apologies:

Ian Roach
Don Farrar
Percy Wright

Minutes of Previous AGM:

The minutes of the previous meeting were distributed.
Colin Woodward moved that they be accepted as a true record of the 2006 AGM,
Seconded by Ross Newman and carried.

Reports:

Secretary's Report: Fred Lodden distributed the Secretaries report.

There was some discussion about the increase in the average age of the membership.
Bruce Robbins moved that the Secretaries Report be accepted and this was seconded
by Klaus Weiss and carried.

Treasurer's Report: The Treasurer Peter McGregor tabled a statement of the financial status of the club as at the end of financial year. Peter spoke about the dubious benefits of HSL being registered for GST. The decision on GST status was to be brought up in General Business.

Peter also spoke about the financial status of the club and said that it should be possible to reduce the HSL component of the membership a little given that there were no known commitments and no anticipated capital works required in the near future. There was some discussion, but it was resolved to maintain the HSL component of the membership at the current levels.

Peter also pointed out that in the event of a change of signatories to the club accounts, we needed to ensure that that the AGM minutes clearly stated who the old signatories

were, who the new signatories are and to which account numbers the new signatories were to be applied.

Peter pointed out that there some apparent anomalies in the income and expense items reported. Fred Lodden had deposited some membership funds immediately they were received in June 2006, and so that income was reported as being received in the 2005/2006 year. In the 2006/2007 year there was no payment for land rates as the rates fee was nulled by Wollongong City Council. In the 2005/2006 year there were no payments for the lease of the field, but in the 2006/2007 year there were two payments. This was due to the .Lands Department being lax in sending out the 2005/2006 account and it was only received in the 2006/2007 year, quickly followed by the 2006/2007 charge.

Fred Lodden moved that the Treasurers report be accepted and this was seconded by Klaus Weiss. Carried

Elections:

The incumbent committee stood down and Guy Brand took the chair.

Guy read out and took nominations for the positions on the committee.

All nominations were accepted unopposed and the new committee was voted in. Bruce Robbins again took the chair.

Committee for 2007-2008:

President:	Jack Murphy
Vice President:	Ross Newman
Secretary:	Fred Lodden
Treasurer:	Peter McGregor
Newsletter Editor:	Ian Roach
Public Officer:	Fred Lodden

Correspondence:

Nil

Agenda Items:

There were no listed items on the agenda and the President opened the meeting to items raised from the floor.

Business Arising:

Alternative Field

Fred Lodden spoke on the meeting he had had with the owners of the Big Bird field. Discussion then turned to the possibility of HSL purchasing the current field. It was suggested that an approach to the local state member might be fruitful in engaging some support for a submission to purchase the field.

It was moved that the executive investigate alternative field locations and possible

purchase of the existing field. This was moved by Bruce Robbins, seconded by Klaus Weiss and passed unopposed.

Extension Of The Perimeter Trench

After some discussion it was moved by Fred Lodden that Klaus Weiss approach Ted Fahey about extending the trench further south from the southern car park to prevent vehicular access through that area. This was seconded by Max Stone and passed.

Scanner

It was noted that a small handheld frequency use display had become available on the market at under \$100. Some discussion ensued as to the suitability of this device to detect multiple users on a single frequency and the amount of information that can be displayed on a small screen.

It was moved by Bruce Robbins that Jack Murphy procure a Multiplex synthesised receiver, connecting cable and antenna suitable for functioning as a frequency scanner in conjunction with a laptop. Seconded by Guy Brand and carried unopposed.

GST

The Treasurer Peter McGregor presented as to the advantages and disadvantages of registering for GST. It was stated that for a non profit organisation like HSL then the capability to claim back GST was offset almost entirely by the requirement to pay GST and their was little or no benefit. In years gone by there were times when HSL had received a small amount and there were times when we had to pay a small amount to the ATO. The amount of overhead incurred was not worth the benefit, if any, that accrued to the club.

It was moved by Colin Woodward that HSL deregister for the filing of GST, seconded by Bruce Robbins and the motion was passed.

Club Accounts

It was moved by Jack Murphy that the account signatories be authorised to move funds to and from the cheque account and term deposit, as required to meet club commitments. Seconded by Guy Brand and the motion was passed.

Appreciation

It was noted that appreciation be given to the past and present office holders, particularly Ian Roach, Bruce Robbins and Klaus Weiss.

Newsletter Material

It was suggested that the Secretary email members on the email list prompting them for any material, anecdotes or articles that might be suitable for inclusion in the club newsletter.

Website Hosting

It was noted that a letter of appreciation be sent to the company hosting the HSL website in appreciation of the facility and the domain name.

Meeting Closed: 21:10.

Summary of Income and Expenses for 12 months ending 30 June 2007

Income

Membership fees 2006/2007	\$5,430.00	\$5,080.00	Income collected in previous financial year
Entry Fees -contests			
Cheque account interest	\$2.47		
Term Deposit interest	\$949.83		interest reinvested 24 October 2006 for 12 months
GST refund - ATO	TBA		
MAS rebates, refunds	NIL		
<u>Total (GST inclusive)</u>	<u>\$6,382.30</u>		

Expenses

MAS fees (including \$22 HSL Affiliation)	\$7,265.75		
refund on overpaid membership 27/7/06	\$96.00		
refund on overpaid membership 27/7/06	\$25.00		
Flowers for Barrie Burns 17/7/06	\$30.00		
Flowers for Kathy Lumby 7/11/06	\$71.10		
Trophies			
14/10/06 328.58 subtract 85.08 for MC	\$243.50		
24/2/07 MC paid 16.50	\$218.40		
Bank Fees			
Catering expenses	NIL		
Licences and Fees			
- Department of Fair Trading - Annual return	\$42.00		
- Rent - Land Account 10th October 2006 -paid 26/10/06	\$412.50		Rent from year 05/06 not charged previously
- Rent - Land Account 1st February 2007	\$427.90		
- Domain Name	?		
Rates - Wollongong City Council	NIL		??? No account for 06/07 probably due to previous overcharging by council
Rental - PO Box 1/3/07	\$149.00		
<u>Secretary expenses</u>			
File store and stack plus envelopes 31/05/2007	\$35.97		
Receipt book 17/8/06	\$2.80		
Display folder_book	\$1.70		
GST Paid - ATO			
BAS-GST for Apr-June 06	\$172.00		
BAS-GST 3/11/06	\$144.00		
BAS-GST 13/2/07	\$150.00		
Misc			
<u>Total (GST inclusive)</u>	<u>\$9,487.62</u>		

Cash book

Cheque account balance at 1 July 2006	\$9,297.22	#1417 62404
Term deposit balance at 1 July 2006	\$11,768.74	#3458 28372
plus receipts (income)	\$6,382.30	
minus payments (expenditure)	\$9,487.62	
Cheque account balance 30 June 2007	\$5,323.55	
Term deposit balance 30 June 2007	\$12,718.57	
<u>Total funds available as of 30th June 2007</u>	<u>\$13,984.50</u>	

GST

GST collected	TBA
GST paid on expenses	TBA
GST difference	TBA
GST paid to ATO (whole dollar calculations)	TBA

Contest Reports



At the NSW F3J Championships Fred Lodden launches Ian Roach's Ellipse 4 while Cooke looks after the timing (photo by Klaus Weiss).

Club Competition - Round 2. Maddens Plains - 22 April, 2007.

Round 2 of the 2007 Heathcote Soaring League Club Championship had to be prematurely terminated due to low cloud and rain clouds that developed to the SE of the field and subsequently moved over the field.

Most pilots got in at least two flights, some had done three flights when we started flying into cloud that was at, or even slightly below, launch height. Harold Stevenson flying his Sagitta 900 was able to get it into the cloud off the launch. We waited a short while and while some holes would form in the cloud cover the cloud did not generally appear to be dissipating and then some dark rain clouds started to form off the escarpment to the East. This was consistent with the forecast for developing showers and thunderstorms, so we decided to pack up.

Driving back towards Helensburg I ran into some very heavy rain showers.

So there are no results for Round 2 of the 2007 club championship.

Fred Lodden.

NSW F3J Championships. Maddens Plains - 6 May, 2007.

We had excellent flying conditions. The wind in the morning was out of the NW and about 10 knots (stronger at height) and the air was quite turbulent. We set up so that we launched to the North. By midday the wind had moved around to be from the West and developed a down wind component as thermals went through. Immediately after the lunch break it was decided to reverse the winch directions as the wind now was a good south easterly but quite light at around 5 knots.

We had 11 pilots compete in the Championship and we were divided into four teams, with each team having a maximum of three pilots. This kept everyone busy with flying, launching, timing and parachute retrieving.

Alan Lowe was the CD and had managed to arrange things so that there were no frequency clashes.

Millennium Cup - Round 3. Queanbeyan - 15 April, 2007.

Round 3 of the 2007 Millennium Cup was held at Queanbeyan and attracted a great roll up with 22 pilots.

The weather was variable with dead calm at the start of the day changing to very strong and gusty winds towards the middle of the day. In the afternoon the wind abated a little, but going downwind to follow lift was risky and a number of pilots landed out.

Congratulations go to Brain Lindsay who took out the round closely followed by Tom Prosser in second place and Doug MacDonald in third.

1st	Brian Lindsey	2002	First
2nd	Tom Prosser	1944	OD
3rd	Doug McDonald	1928	First
4th	Klaus Metzger	1909	OD
5th	Les Morris	1798	First
6th	Fred Lodden	1746	First
8th	Steve Zivkov	1563	Sagitta
10th	Don Farrar	1479	First
11th	Klaus Weiss	1466	First
16th	Ian Roach	1361	First

Fred Lodden.

The F3J format is certainly exciting with four aircraft launching simultaneously on the sound of the start buzzer. There were heats where a number of aircraft were landing at around the same time too, so things could get congested in the landing circuit. Fortunately we had no mid-air.

With only three heats per round the rounds ticked over relatively rapidly and we were able to complete six rounds for the preliminary part of the competition. At the end of the preliminaries the standings were:

1	Matt Lowe	4859.4	Pike Perfect
2	Fred Lodden	4723.1	Sharon
3	Thomas Cooke	4713.2	Pike Perfect
4	Klaus Metzger	4485.7	Starlight 3000
5	Peter Sikora	4188.8	Starlight 3000
6	Jack Murphy	4132.7	Bitza
7	Matt Partlett	4108.9	Sharon
8	Rebecca Richards	4060.3	Icon
9	Ian Roach	3690.7	Ellipse 4
10	Guy Brand	2826.5	Escape
11	Owen Pearcey	1364.0	OD 2 metre

The top four pilots proceeded to the fly-offs, which consisted of three rounds. The final standings were:

1	Matt Lowe	2977.1
2	Thomas Cooke	2346.2
3	Fred Lodden	1728.4
4	Klaus Metzger	350.1

Congratulations to Matthew Lowe who is the 2007 NSW

F3J Champion. A big thank you to Alan Lowe who gave up the opportunity to fly to do such a great job as CD.

Fred Lodden.

Millennium Cup - Round 4. Hexham - 20 May, 2007.

22 pilots competed in the 4th round of the 2007 Millennium Cup at the Rebel Flying Club field at Hexham.

The day turned out to be pleasant and challenging. The forecast 20 knot winds did not eventuate but there was a fresh wind and cool temperatures for the first round of flights. As forecast the winds abated towards the middle of the day and the temperature got up to the low 20s, so flying was quite pleasant.

Despite the strong winds earlier in the day there was some lift about for those fortunate enough to fly at the right times, otherwise it was tough to make the 6 minute flight duration. In the afternoon things didn't seem to improve despite the lighter winds and the warmer temperatures.

We had a fair number of models break wings or control surfaces on either launches or landings and a number of pilots had to get out back up models or effect repairs on the field. Those who executed out landings found that the recent rains had made the entire area around the field quite damp and we had a few pilots in bare feet

while their footwear was drying.

The Rebels' field, though of adequate length, is quite narrow. After lunch a cross wind developed. It was not sufficient to cause any launching difficulties but it did result in the parachute falling in the bush after each launch. Retrieving the chute was a very slow process and it looked for a while as if we would be lucky to complete even one round in the afternoon. However Klaus Metzger came to the rescue with his mechanical retriever. Though this machine is wound by hand it was easily able to ensure the chute fell on the mown



In the NSW F3J Championships at Maddens Plains three competitors have launched almost simultaneously, as is normal in this event (photo by Klaus Weiss).

area and with its use the launch rate became quite brisk.

The results were:

1st	Fred Lodden	1941	First
2nd	Brian Lindsay	1786	First
3rd	Jack Murphy	1775	First
4th	Colin Woodward	1712	First
6th	Klaus Weiss	1652	First
7th	Peter Sikora	1631	OD
8th	Klaus Metzger	1607	OD
9th	Ian Roach	1575	First
10th	Steve Zivkov	1545	Sagitta
11th	Les Morris	1461	First
12th	Rebecca Richards	1443	First
16th	Don Farrar	1276	First

Fred Lodden.

Club Competition—Round 3.
Maddens Plains - 27 May, 2007.

We had fantastic weather for this event, with light winds from the NW, clear cloud free skies, and temperatures in the low 20s. This made for some very pleasant flying conditions.

Towards midday there was clear thermal activity with both the temperature and wind direction varying slightly with the passing thermals.

The competition format was for the pilots to achieve 4, 6, 8, 10, and 10 minute flights between 1000 and 1430.

The results were:

1st	Alan Lowe	2737	Pike Superior
2nd	Fred Lodden	2707	Pike Superior
3rd	Colin Woodward	2545	Eraser
4th	Ian Roach	2498	Infinity Pro
5th	Rebecca Richards	2388	Icon
6th	Don Farrar	2275	First
7th	Peter Sikora	2263	Starlight 3000

Fred Lodden.

LSF Tournament.
Jerilderie - 9/11 June, 2007.

In some quarters Jerilderie on the June long weekend has a reputation, that is not justified in my opinion, for bad weather. This year, while coastal NSW experienced terrible weather that caused countless millions of dollars of damage to property and the deaths of several people, Jerilderie enjoyed near perfect conditions. There was no rain, fog, or low cloud, the winds were calm to light, and the skies mostly blue. The only time lost over the three



Klaus Metzger launches for Wayne Symons at Hexham
(photo by Klaus Weiss).

days was the half an hour or so needed to reposition the winch line to accommodate a change in the wind direction.

Fourteen rounds were flown, equal to the best ever, at least in the time I have been attending.

In the past couple of years entries have fallen just a little and this year stood at 55. I hope this is just an aberration and not part of a trend.

Despite the good weather the soaring conditions were not easy, or at least I did not find them easy. There was always lift around, but often it was light and difficult to find, so it was easy for we amateurs to fall short of the ten minute target time by two or three minutes, sometimes even more. Of course, with some of the World's best thermal pilots competing, and about ten pilots in each flight group, someone always found the lift and made the target time, heavily punishing the scores of those who failed.

In 2006 we saw the first two Pike Perfects in this country competing at Jerilderie. This year there were several, all of which performed impressively.

Also impressive were the several Espada RL F3J models in use. This design spans around 3.7m but weighs less than 2kg. You would think from these numbers that it would be a light air specialist but it is reputed to handle windy conditions very well also. This was not put to the test at Jerilderie this year.

The Espada R is a shorter winged version for F3B. Quite a few were competing and they appeared very competitive. I expect they would have done even better had there been more wind. F3B designs have always done well in the Australian Thermal Glider event, possibly because windy weather is far more common than calm days at our competitions.

A design that has been having a lot of success in the USA and, to a lesser extent, in Europe, is the Supra. I saw just one of these at Jerilderie. It certainly performed well, but I saw no evidence that it was superior to the more numerous Eastern European types.



Double World F3J champion David Hobby looks relaxed as he waits for the start of the next heat at Jerilderie. He went on to win the event.

As you would expect there were still plenty of Pike Superiors, Escapes, Carachos, Estrellas, and other types that have been around for a few years. I don't expect this to change overnight. These are still competitive with the newest types a should remain so for a few years yet.

Turkey. The Australian team is:

- Mike O'Reilly
- Theo Arvanitakis
- Matthew Partlett

The results were:

1st	David Hobby	11994	Pike Perfect
2nd	Mike Rae	11945	Furio?
3rd	Mike O'Reilly	11912	Pike Superior
5th	Matthew Partlett	11861	Pike Superior
12th	Matt Lowe	11694	Pike Perfect
14th	Carl Strautins	11679	Icon
16th	Alan Lowe	11501	Pike Superior
22nd	Jack Murphy	11302	Pike Superior
23rd	Guy Brand	11292	Escape
33rd	Klaus Metzger	10853	Starlight 3000
43rd	Ian Roach	9566	Ellipse 4
45th	Rebecca Richards	8820	Icon
49th	Don Farrar	8383	First

Mike and Matthew were members of Australia's very successful 2006 team. Theo has been a tow man and helper at several World Championships. David Hobby is reigning World Champion and, as provided for by the FAI rules, will defend his title in Turkey without being an official member of the Australian team.

At this level of competition one slip can cost you many places. A score of 95% of the winning score would have been good enough for only 20th place. You can easily blow more points than that in a single flight.

For the first time Australia will have an entrant in the Junior F3J World Championship in Turkey next year. He is Michael Abraham of South Australia, who was the leading junior at Jerilderie. During the closing ceremony Michael was presented with a beautiful new Shadow F3J glider fully fitted out with JR radio equipment. This was made possible by generous sponsorship by Dave's Toys for Big Boys and Model Flight. Competing at a World Championship is an expensive business, even more expensive for a junior as he needs to take along at least one parent. This magnificent prize should go some way towards easing the cost burden for Michael and his family.

This year's event doubled as a team selection trial for the 2008 World F3J Championships, to be held in

Ian Roach.

HSL Club F3J Event.
Maddens Plains - 8 July, 2007.

Coastal regions around Sydney had experienced several weeks of cold, windy, wet weather, and the forecast was for more of the same. Contrary to tradition on this day it seems to have rained everywhere except Maddens Plains. It was quite breezy, but the wind blew almost directly down the strip and caused no problems. The temperature failed to reach double figures.

At 9 AM only six members had turned up ready to compete, too few for F3J, so it was decided that the task for the day would be to make flights of exactly, 4, 6, 8, 10 and 10 minutes in any order, with spot landings.

It looked like rain or low cloud could put an end to flying at any minute so everyone tried to get their flights completed as soon as possible and it was all over by about 1 PM.

Nobody managed a ten minute flight, nor could anybody achieve a height gain of any significance. Nevertheless it was a genuine soaring contest with success requiring a high launch, avoiding the bad air, staying in the less bad air, delaying descent for as long as possible, and landing accurately.

This competition format also requires some interesting in flight decision making. The pilot needs to decide, every couple of minutes, whether to aim for one of the lower target times or to press on to a higher target. A wrong decision can be costly. For example, three minutes into my first flight it looked like I would have to settle for the four minute target. But I struck some very light lift and decided to try for six minutes. After two or three turns the lift came to nothing and I had to reverse my decision. In trying to get on the ground as quickly as possible I mucked up the landing and scored no landing points. Poor decision making on this flight cost me anything up to 135 points, and possibly three places.

Despite the cold conditions and lack of good thermals it was an enjoyable day of flying.

The results were:

1st	Peter Sikora	2326	Starlight 3000
2nd	Colin Woodward	2317	Eraser
3rd	Klaus Metzger	2147	Starlight 3000
4th	Fred Lodden	2079	Pike Superior
5th	Jack Murphy	2076	Pike Superior
6th	Ian Roach	2037	Ellipse 4
7th	Lachlan Hapgood	1465	Graphit

This event does not count towards the Club Championships.

Ian Roach.

World F3B Championships.
Emmen - 9/14 July, 2007.

This years competition was held in Emmen, Switzerland near Lucerne from 9 - 14 of July.

On the first day of July, following their long journeys, the Aussies began to assemble at the St Christoph Hotel. This was to be our home for the next two weeks.

We got stuck straight into our first team meeting alfresco style where things were progressing splendidly when suddenly the sky went from a beautiful clear blue to an ominous dark grey and the heavens opened up. The gathering was moved indoors and the scene was set for the next nine days of showers spattered with the occasional bout of sunshine.

The following day and the unpacking of models yielded a surprise for Tim when the left wing of his Radical appeared to have suffered some form of inflation which we attributed to a 4 hour stopover in 40 degree heat on the Dubai tarmac. After some gentle massage and some air escape holes being drilled in the wing root it began to return to its original shape. When the builder of these models heard of this he quickly ran off to drill holes in his own wings. At least Tim had some models, Nick's were still being inspected by the bomb disposal robot at Heathrow. They arrived a couple of days later.

While there were some opportunities to fly some practice, it did involve dodging the odd lengthy shower or two however this did give us the chance to gear up with \$15 gum boots, tarps and umbrellas as the long term forecast was not too good. Over the next few days more Aussie team members arrived thus giving us a strong and dependable group of helpers whose dedication throughout the week was greatly appreciated by the pilots.

The team consisted of three pilots, John Skinner, Nick Chabrel and Tim Kullack, team manager Evan Outtrim and helpers Warren Kullack, Danny Hales, Steve Gleeson, and Joe Rufenach. Thanks to these helpers the rotation of batteries and winch lines was almost seamless, not to mention the many other tasks that were required.

Thanks guys.

Two of the pilots, Nick and John, had the onerous task of fetching the winches from some good friends in Germany, a 6 hour round trip which in practice was more like 12 hours. It was well worth it though as the equipment kindly loaned to us was first class and had also been meticulously calibrated to avoid any embarrassing test results during the comp.

The Emmen Cup was held over the weekend of the 7th and 8th and was a good introduction to this level for all the team, pilots and helpers. The wet conditions were challenging but we were as well prepared as most teams except for rain covers for transmitters. Judging by some of the transmitter raincoats, these guys are well used to flying in the rain.

Our guys put in a reasonable show Nick Chabrel finishing 23rd, Tim Kullack 26th and John Skinner 65th out of 102 entrants. The top placings in the Emmen Cup were dominated by the Germans taking eight of the top nine spots. Andreas Herrig in 1st place, Martin Webershcock 2nd and Martin Herrig 3rd.

Due to the less than favourable forecast, rain was something that was specifically addressed by the World Champs committee. (ie: Rain is not a valid reason to stop flying and we will fly duration and distance in light rain. The difference between light and medium rain will be determined by the CD).

The WC began with two days of on and off rain. Being called to the flight line during a heavy drizzle is not something we were used to but if we were to get through six or more rounds it was going to be something we had to get used to. It was readily accepted by all until some pilots had to fly speed in the rain and the speed round was getting split in groups. Not ideal but a difficult situation that had to be negotiated.

Rain delays were taken up by international ping pong games, mini models flown around hangers and team shirt dealings. The Aussie shirts were popular as they were quite flash and sold out quickly. We could have done with a cheaper t-shirt version as well to swap and sell. It was great to see a lot of Aussie shirts getting around as the week wore on.

As the comp progressed our guys were getting a variety of conditions ranging from air similar to a 7am Jerilderie flight in low cloud to booming lift that sucked every cloud within 10kms to the flying field. For example Tim had to scratch around for 7 minutes to score a respectable 981 in round 3 while in round 4 John was rocketed to a frightening height and had to test the limits of his Caracho 3000 and his eyesight as he attempted to get down and out of the clouds. With two minutes to go the clouds opened up as he was treated to a drenching downpour and despite this managed to peg a 10min and 1metre followed by a bolt to the hangers in torrential rain.

Our boys performed well throughout the duration and distance rounds with numerous perfect duration scores and 1000 point distance rounds keeping them in the higher placings but with belting speed rounds being flown by the top ranks, regardless of weather, it became hard to keep up with the leaders. The Herrig brothers consistently won the speed rounds with smooth faultless

flights. Nothing too sharp or erratic, just efficient and straight with good use of height throughout the course.

The comp ran into day six, Saturday, with just round 7 distance and speed remaining.

Nick saved his best till last with a blistering 16.42 speed run which held fastest time for most of the round until being nudged out by 0.04 of a second by the outgoing world champ Andreas Boehlen. An excellent way for Nick to finish the competition.

Tim on the other hand had an overnight position of around 20th but due to a 0 point speed round already being his dropper, he needed to produce at least a respectable final speed run. This was just not to be and unfortunately slid down the placings somewhat. John managed a 19.30 second speed run which was good enough to secure a place in the top ten.

Final results were once again dominated by Germany with Martin Herrig in 1st place, Andreas Herrig 2nd and Fidel Frick of Lichtenstein in 3rd. The team results were Germany 1st, Switzerland 2nd, USA 3rd. Aussies finished 7th out of 22 countries. Individual results out of 64 entrants were a very respectable 10th place by John Skinner, 29th by Nick Chabrel and 34th by Tim Kullack. A fine effort. The mud factor was quite severe at this event so following the comp a diligent team cleaned and polished the winches and equipment to their original shine prior to their return to Germany and we can't thank the owners enough for their generosity in lending us their gear.

Attending these WCs has provided us with some invaluable experience and we have gained an enormous amount of knowledge from witnessing F3b at this level but some of the more basic lessons learnt are, get a hire car with satellite navigation. Many roads were traveled accidentally. When you notify airlines of special baggage try to get it in writing. Drill holes in wing panels, preferably at the root and, most importantly, tip the waitresses at your hotel.

Aufwiederluge.

Evan Outtrim
Team Manager
2007 Aussie F3b Team



This is one of several examples of the Espada RL seen at Jerilderie this year. Despite having a wingspan of about 3.7 metres it weighs less than 2 kg.



Jack Murphy executes a typical F3J “spear” landing at the NSW Championships, and is almost right on the spot. The model is his “Bitza”, which has a Starlight wing and a Stork tailplane mated to a fuselage whose origin I have forgotten. Despite this mixed heritage it flies very well. (photo by Klaus Weiss).

Heathcote Soaring League
Membership List as at 11 September 2007

**We do not publish members' contact details in the Internet
edition of this Newsletter.**

**HSL members who need contact details for fellow members can
obtain them from the Secretary.**

Dates to Remember

October	14	Thermal Glider Handicap	Gunnedah
October	21	2m Glider Millennium Cup Round 6	Maddens Plains
October	28	7 Cell Electric Glider	Berkeley
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	18	7 Cell Electric Glider	Blacktown
November	25	Scale Aerotow Gliders	Maddens Plains
December	2	Ted Swan Cup	Goulburn
January 2008	13	2m Glider Millennium Cup Round 1 (to be confirmed)	Werrington
January 2008	26 - 28	Armidale Sailplane Expo	Armidale
February 2008	10	2m Glider Millennium Cup Round 2	Berkeley

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.



A close-up view of the cockpit area of Col Colyer's Grunau Baby 4. The model represents the full-size VH-GDV as it appeared in December 1967 when it was operated by the Newcastle Gliding Club. Col's model was built from the Airborne Magazine plan. Minor modifications were needed to represent GDV. Only three, or perhaps four, GB4s were built, and no two were identical.

HSL

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