



POBox214Sutherland1499www.hsl.org.au

Issue#62 NewsletterofHeathcoteSoaringLeagueInc.July2010



Thisingeniousgliderrackwasusedby  
oneoftheteamsatJerilderiethisyear.  
Asyoucanseitcanbeusedina  
horizontalo rverticalposition.It  
breaksdownforstorageand  
transport.



**TheAnnualGeneralMeetingoftheHeathcoteSoaringLeagueInc.willbeheld  
attheEngadineChurchofChrist,131WoronoraRoad ,Engadineon  
Wednesdaythe4thofAugust2010  
Commencingat7:30PM.**

\*\*\*\*\*

## *Bringing Old JR Radios Back to Life.*



I bought my first computer radio, a JRX347, in about 1993. In 1998 I added a second hand JRX388s, partly because the 347 was temporarily out of service for repairs and partly because it had only four model memories, and I had more than four models.

The 347 and 388 are very similar, the only obvious difference being that the 388's software has more programming features and eight model memories. Though they do not have the features of the better modern radios they are perfectly capable of flying a six servocompetition glider. They have all the features you really need, and most of those you would like to have.

These two radios, with 12 model memories between them, served me well until 2005, when I upgraded to a Graupner/JRMX-22. The MX-22 has 30 model memories, more than enough for my needs, and some useful advanced programming features, and I soon had all my models converted to it.

My next upgrade took place early in 2009 when I converted the MX-22 to 2.4GHz operation using a Spektrum Air Module. Over the next twelve months or so I progressively, as time and money permitted, converted most of my models from 36MHz to 2.4GHz. Depending on which model I was flying I would simply plug in either the original 36MHz frequency module or

the new 2.4GHz module. This proved to be not as successful as I had hoped. Installing and removing the Spektrum frequency module was simplicity itself and could be done in a few seconds. The original 36MHz module was however rather a tight fit and with frequent removal I began to notice that its case was being damaged.

The obvious solution to this problem was to go back to using the 347 or 388 or the few models that were still on 36MHz. These transmitters had by now been sitting on the shelf unused for five years. If I fitted a new battery pack but when I switched them on they were both dead. The probable reason was that the lithium batteries that kept the radios' memories alive when they are switched off were discharged. The Lithium backup battery is soldered to one of the radio's circuit boards and, according to the manual, it must be changed by an authorised JR service agent. This is likely to cost over \$100 per transmitter and given the age and value of these old transmitters the cost seemed not to be warranted. The money would be better spent on more 2.4GHz receivers.

Given that the second hand value of these radios is next to nothing, and that the cost of professional repair could not be justified, I decided to attempt to bring them back to life myself. I have virtually no practical knowledge of

\*\*\*\*\*



View of the JR388 with the CR2032 lithium backup battery mounted externally in a button style battery holder on the back of the transmitter case.

electronics so this might be difficult, but if I damaged the radios beyond repair nothing would really be lost except a few hours of work.

I know that over the years many HSL members have used 347 and 388 radios so I thought you might be interested to hear how I fared. JR also produced several other radios of the same basic design so the methods described below should work for them as well.

A search of the RC Groups forum on the internet for information on changing the lithium backup battery quickly led me to a set of downloadable documents that promised to provide the information I needed. You can find them at:

<http://www.rcgroups.com/forums/showthread.php?t=810629&highlight=jr388s>

Alternatively type JR388 in the search box and browse through the search results.

This set of files contains five documents and two pictures. The information required for my job is scattered across several of these files and is mixed with some information not relevant to this task. Look for the following:

- Factory Reset Procedure.
- Replacement of the Lithium Cell in a JR Radio.
- Enter Service Mode.
- JR Service Menu.

I don't intend repeating the instructions here. You can find them in the documents if you need them. But I will mention some of the highlights.

When the transmitter is turned on the memory is maintained by the main 9.6V NiCd or NiMH battery pack, which also charges a capacitor. When you switch off the memory is maintained by current supplied by the capacitor until its voltage drops below 3V, which should take several hours. Only at this stage does the lithium battery take over. There are two main consequences of this:

1. The more you use the transmitter the longer the lithium battery will last.
2. If the lithium battery is not completely dead you can replace it without losing the data in memory providing you switch the radio on for a brief period before removing the old battery and complete the job within a few hours.

The lithium battery in my 347 had been replaced only about five years ago I decided to begin by trying the

Factory Reset Procedure. This takes only a few minutes to do and it brought this radio back to life immediately. Of course the contents of the memory was lost in the process but that was not a great problem to me.

So far so good; a few minutes work and one radio brought back to life already. I did not expect the 388 to be so easy. I had bought it second hand 12 years ago and it still had the original lithium battery. I was right, the lithium battery in the 388 would have to be replaced.

The battery requires a CR2032. The standard version for use with a button style battery holder can be bought just about anywhere but ideally you need the version with solder lugs attached. I could not find this version so I purchased a standard CR2032 for \$3.95 and a matching battery holder for \$1.95.

To get access to the lithium battery you have to remove one of the circuit boards. What the documents do not tell you, but I will, is that when you do this the tiny springs behind the six small programming buttons on the face of the transmitter will fly in all directions. At this point in the process I suffered a delay of a couple of days while I found all the springs in various locations around my not very tidy workshop and in various obscure places inside the transmitter case. Now that you have been warned of this hazard you may be able to avoid it.

Removing the old battery was just a few seconds work with a small soldering iron. Be sure to make a note of the correct polarity before you do this. Now it became apparent that there was not enough room in the original battery location to fit the button holder. While looking for an alternative location the thought occurred to me that I could put it on the outside of the transmitter case and run wires back to the circuit board. You can see the

result in the accompanying photo. It's not very elegant, but it works, and in the unlikely event that this transmitter remains in service long enough to require another battery replacement the entire job will take no more than five seconds.

With the new lithium battery installed I went through the Factory Reset Procedure and the 388 sprung back to life.

Now you have to enter the JR Service Menu and do some calibrating. Calibrating the transmitter's Volt Meter proved to be easy but calibrating the stick units has so far defeated me.

There are 11 potentiometers to calibrate, one for each direction, one for each control stick, one for each trim, and three that serve as controls in the right. The Procedure states that with the sticks and trims in the neutral position the values displayed for each pot should be within the range -4 to +4. If they are not you are told to "mechanically adjust the pots so that a value close to 0 is achieved". Based on this some of my pots need adjusting, but I cannot see how to do this and have not been able to find anyone who can tell me. It is hard for me to see how they can get out of adjustment, but as I said before I don't know much about these things. Meanwhile, despite this, the transmitter appears to work quite satisfactorily.

The end result; two transmitters bought back to life for a total expenditure of less than \$6, a saving of around \$200. A few hours of work and research were also required, but I found that quite enjoyable.

Ian Roach.

## *Spektrum AR6250 Receiver Recall.*

Spektrum has recalled all AR6250 receivers. Details of the recall can be found on the website of O'Reilly Model Products, the Australian importer at:

<http://www.omp.com.au/>

The AR6260 is a compact six channel DSM2 receiver with two extended antennas, designed for use in models that have carbon fibre structures.

Apparently the manufacturer has found that failure of the radio frequency link can occur in certain circumstances when the receiver is used with carbon fibre or highly reflective materials.

Recalled receivers will be replaced with an improved product which is expected to be available in August.

My only AR6250 has been functioning perfectly in a model with a carbon fibre fuselage. I understand that many, probably most, AR6250 owners have had no problems with the product. Nevertheless I consider it wise to send the product back and have done so. I am not confident that our insurers would be sympathetic should an accident occur involving a model fitted with a receiver that had been recalled by its manufacturer, even if the receiver was not the cause of the accident.

Ian Roach.

\*\*\*\*\*

## Competition Reports

### Millennium Cup - Round 1. Maddens Plains - 10 January 2010.

This event was originally planned to be held at Appin but problems with the Appin Club's flying field resulted in a transfer to Maddens Plains. Hopefully the problems at Appin will be resolved so on which case Round 6 will be held there in October.

Twenty three pilots competed. As forecast the day was warm and sunny with winds from the south. The wind was very strong and gusty in the morning and eased off only slightly during the afternoon. The conditions were very tough for two -metre models. The strong wind made penetrating upwind almost impossible and even getting inside the field for a landing was an accomplishment with low level turbulence upping the degree of difficulty. There were numerous out-landings.

Unfortunately there were quite a few models damaged, some quite seriously. A combination of directional departure on initial release, low level turbulence, awkward landings, snagging the line on launch/zoom and simply exploding on launch in the strong wind led to many pilots resorting to backup aircraft.

We completed four rounds before lunch and a further three rounds after lunch for a total of seven rounds on the day.

The results were:

|     |                |      |
|-----|----------------|------|
| 1st | Colin Woodward | 1747 |
| 2nd | Jack Murhy     | 1709 |
| 3rd | Klaus Metzger  | 1704 |



Don Farrar launches his First during the first round of the Millennium Cup for 2010. Note the surface damage caused by car hoons .

|      |                  |      |
|------|------------------|------|
| 4th  | Steve Truscott   | 1673 |
| 5th  | Brett Watts      | 1655 |
| 6th  | Tom Prosser      | 1640 |
| 7th  | Barry Burke      | 1604 |
| 8th  | Ian Roach        | 1594 |
| 9th  | Les Morris       | 1592 |
| 10th | Doug Lacey       | 1564 |
| 11th | Owen Pearcey     | 1543 |
| 12th | Fred Lodden      | 1536 |
| 13th | Mark Ceo         | 1370 |
| 14th | Paul Gibson      | 1315 |
| 15th | Don Farrar       | 1305 |
| 16th | Max Stone        | 1297 |
| 17th | Bill Gibson      | 1192 |
| 18th | Ian Avery        | 1125 |
| 19th | Ivar Stromburg   | 1115 |
| 20th | Ken Woodward     | 1016 |
| 21st | Trevor Broadbent | 961  |
| 22nd | Carl Strautins   | 613  |
| 23rd | Laurie Bestel    | 93   |

Fred Lodden.

### 30th Sailplane Expo. Armidale - 23/25 January 2010.

The Armidale committee continues to experiment with combinations of events which cater for a wide variety of glider enthusiasts, with over 50 in all coming from far and wide. In open the first four places went to representatives from NSW, Vic, Qld and WA. In terms of numbers, only Jerilderie attracts more entries.

2010 featured open, nostalgia, open electric, limited electric and hand launch class. It was the 30<sup>th</sup>

anniversary of the event with special shirts available. Those who chose to enter multiple events were kept very busy. For those in just one the weekend was very relaxed. The blended (open and electric) heats from 2009 were dropped and each heat was dedicated to an individual class.

As usual Hutton Oddy had done a great job in having the field prepared and the committee was well organised. Kevin Smeaton was ever reliable on the scoring revealing a new skill, destroying fold up chairs! Food and drink was on tap manned by local club members.

The weather was kind with a

\*\*\*\*\*

consistent westerly wind all weekend. The usual Armidale thunderstorms were notable by their absence.

The nostalgia was made up of RES and two metre models, some very old and some very new variations on old themes. Although 3<sup>rd</sup> on the scoresheet, Matt Lowe was the winner flying a Paragon he had obviously pinched from his Dad's old wardrobe. 1<sup>st</sup> and 2<sup>nd</sup> place were "modern carbon" models, so did not count for the trophy. It was interesting to see some of these old birds flexing their wings again.

Conditions proved challenging all weekend, fine, warm to hot, scattered cloud and elusive thermals, which is often the case in Armidale. In open class there was a close tussle between Carl Strautins (NSW) and Mike Rae (WA) all weekend, with Mike bombing out on his last flight and slipping to 4<sup>th</sup> spot.

Dave Pratley (Vic) dominated the electric events, as well as a credible 6<sup>th</sup> in open.



Rebecca Richards stopped the RE Sevent at Armidale flying her SuperAVA.

Interestingly, there were more HSL members at Armidale than we normally rally to event on our home field.

The dinner was held at the RSL club and featured some traded displays, a good opportunity to catch up with old friends and new.

**Open Glider (45 flew):**

|      |                  |      |
|------|------------------|------|
| 1st  | Carl Strautins   | 7999 |
| 2nd  | Gerry Carter     | 7891 |
| 3rd  | Karl Knack       | 7876 |
| 8th  | Jack Murphy      | 7694 |
| 9th  | Matt Lowe        | 7622 |
| 15th | Klaus Metzger    | 7067 |
| 17th | Rebecca Richards | 6952 |
| 22nd | Bjorn Rudgley    | 6649 |
| 27th | Fred Lodden      | 6382 |
| 33rd | Don Farrar       | 6067 |
| 34th | Alan Lowe        | 6033 |
| 36th | Guy Brand        | 5911 |
| 39th | Owen Pearcey     | 5240 |
| 44th | Carolyn Michael  | 2816 |

**RES/Nostalgia (17 flew):**

|      |                  |      |
|------|------------------|------|
| 1st  | Rebecca Richards | 7811 |
| 2nd  | Owen Pearcey     | 7512 |
| 3rd  | Matt Lowe*       | 7081 |
| 11th | John Haren       | 5774 |
| 16th | Ian Avery        | 2202 |

\* First in Nostalgia

**Hand Launched Glider (9 flew):**

|     |                |       |
|-----|----------------|-------|
| 1st | Andrew Burns   | 69.43 |
| 2nd | Jim Houdelakis | 68.14 |
| 3rd | Matt Lowe      | 67.11 |
| 7th | Carl Strautins | 47.01 |

**Limited Electric Glider (11 flew):**

|     |                  |      |
|-----|------------------|------|
| 1st | Dave Pratley     | 7991 |
| 2nd | Vernon Rodrigues | 7976 |
| 3rd | Shane Spor       | 7871 |
| 6th | Fred Lodden      | 7752 |
| 7th | Andrew Burns     | 7632 |

**Open Electric Glider (8 flew):**

|     |              |      |
|-----|--------------|------|
| 1st | Dave Pratley | 8000 |
| 2nd | Mike Rae     | 6865 |
| 3rd | Peter Pine   | 6330 |

Jack Murphy

\*\*\*\*\*

**Millennium Cup -Round2.**  
**Berkeley -21February2010.**

RoundtwooftheMillenniumCupwasoriginally scheduledforFebruary7, butheavyrainintheprevious weekresultedinthefieldbeingflooded.Therewasno suchproblemonFebruary21withtheIMAC fieldat Berkeleyinimmaculatecondition.SixteenPilots competed.

TheBureauofMeteorologyhadforecastabreezyday withw indsinitiallyfromtheNorthWestchangingto NorthEastasthedayprogressedsothelaunchinggear wassetuptolaunchtoth eNorth.Theweatherhowever refusedtoconformwiththepredictions.Formostofthe daythewindwasverylightwithdirection variablebut roughlyfromthewest.Oftentherewasadownwind componentforlaunching.Attheendofnearlyevery roundwecon sideredreversingthelaunchdirectionbut thevariabilityofthewindleadustobelievethatnothing wouldbegainedandthel aunchdirectionremained unchangedallday.

Itwasquiteahotdaywithtemperaturesinthelow thirties.Despitethismostth ernalswererelativelyweak andonlyafewveryhighclimbswereachieved.One consequenceofthiswasanunusuallylargenumber of out-landingsaspilotspersistedintryingtoworklight liftandthenfailedtogetbacktothepreparedpartof thefield. Oneofthehighclimbshadanunhappy ending.KlausMetzger’smodelfailedtorecoverfroma steepdiveandcrashedheavily.A pparentlyheusesa landingmodewithreducedelevatorthrowandhad selecteditbeforedivingoffhisexcessheight.Themodel



**ColinWoodwardassistsPeterWilliamstopreparehisSuperstar.The SuperstaristhelatestinthepopularandsuccessfulStarli ghtseries.**

tuckedunderathighspeedandtherewasnotsufficient elevatortorecovertolevelflight.

Conveniently,justasRo und6wasabouttocommence, theNorthEasterfinallyarrivedandblewbrisklyforthe restofthedaygivinglaunchestwototh reetimeshigher thaninthepreviouscoupleofrounds.Sevenrounds werecompleted.

Meanwhiletheeventhadeffectivelybeenw onandlost inRound5whentheailwindwasatitsworst.Inthe middleofalongstringofflightsbelowthreeminutes, someo fthembelowtwo,FredLoddenmanagedto launchalittlehigherthantherestandtoworksome verylightliftforatimeofove rfiveminutes.The100+ pointshegainedoverhisnearestrivalsinthisround wereenoughtogivehimwhatturndouttobeacomfortablewin.

|      |               |      |
|------|---------------|------|
| 1st  | FredLodden    | 2187 |
| 2nd  | TomProsser    | 2034 |
| 3rd  | IanRoach      | 2028 |
| 4th  | JackMurphy    | 1989 |
| 6th  | ColinWoodward | 1831 |
| 7th  | OwenPearcey   | 1810 |
| 9th  | LesMorris     | 1656 |
| 10th | KlausMetzger  | 1653 |
| 11th | Maxstone      | 1593 |
| 12th | KenWoodward   | 1555 |

**IanRoach.**

**Heathcote Cup -Day1.**  
**Maddens Plains -28February2010.**

Ihavebeentryingforsometime withoutsuccess todetermine exactlywhen thefirstHeathcote Cupeventwasrun.Youcannottell simplybylookingattheplaqueson theCupitselfasthistrophywas onlyacquiredaftertheeventhad beenheldseveraltimes.Frommy enquiriesIbelievethefirstevent wasprobablyflownin197 2,butit couldhavebeen1971or1973.If it was1971thenthisyear’seventwas the40thrunningoftheCup. Whicheverwasthe actualfirstyear theHeathcoteCupisprobablythe oldestRCsailplanecompetitionstill beingheldinAustralia.Isuggestwe declarenextyeartobethe40th runningoftheCupandtrytodo somethingspecialtomarkthe occasion.

Fourteenpilotspart icipatedinDay 1ofthisyear’sCup,adisappointing

\*\*\*\*\*

number though better than last year. All but one were HSL members.

The weather was perfect with a very light southerly breeze, overcast sky, periods of complete calm, and plentiful but weak thermals. Five rounds were completed before the approach of a violent thunderstorm forced an early finish. We managed to get most things packed up before the rain started.

For the first time in the Heathcote Cup the distance from the winch to the turn around pulleys was restricted to 150 metres instead of the 200 metres that has been standard for many years. At Maddens Plains the great benefit of this is that the winches can be set up 150 metres from the upwind end of the field leaving 50 metres, and the full width of the field, available for the landing area. This is a much safer and more convenient layout than having the winches occupying half the width of the field and the landing spots squeezed into the other half. The shorter lines did not seem to reduce launch heights by very much.

Not long ago a typical open class moulded model would have a wingspan of 3.1 to 3.3 metres. In recent years development in both aerodynamic and structural design has been incremental and sail plan manufacturers have taken to increasing wingspan as a way of achieving higher performance. Many of the latest designs are well over 3.5 metres wingspan. In this event five of the ten pilots flying moulded sail planes used models of more than 3.5 metres, four Pike Perfects, two with the extended wing tips, and an Aspire. Despite the near calm conditions there were a few line breaks, most involving the larger models. They pull very hard on launch.

The only non-HSL competitor was Peter Williams. Peter is an experienced and skilful pilot but had no previous glider experience. He arrived with his brand new Superstar moulded glider, a successor to the popular Starlight series of designs, still awaiting its first flight and with hits computer radiation not programmed. With some help from other competitors the model was soon prepared for flight, though Round 1 of the competition was missed in the process. In the remaining four rounds Peter totalled well over 3000 points and did not look at all like a beginner. It was an impressive start for both the Superstar and its pilot.

The results were:

|      |                  |      |                  |
|------|------------------|------|------------------|
| 1st  | Matt Lowe        | 4991 | Pike Perfect ET  |
| 2nd  | Fred Lodden      | 4683 | Pike Perfect     |
| 3rd  | Matthew Partlett | 4521 | Pike Superior    |
| 4th  | Carl Strautins   | 4389 | Pike Superior ET |
| 5th  | Carolyn Michael  | 4376 | X-21             |
| 6th  | Ian Roach        | 4354 | Ellipse 4V       |
| 7th  | Jack Murphy      | 4268 | Aspire           |
| 8th  | Klaus Metzger    | 4265 | Starlight 3000   |
| 9th* | Les Morris       | 3774 | Velvia           |

|       |                |      |              |
|-------|----------------|------|--------------|
| 10th  | Don Farrar     | 3737 | Harpia       |
| 11th  | Colin Woodward | 3498 | Pike Perfect |
| 12th  | Peter Williams | 3217 | Superstar    |
| 13th* | Max Stone      | 2969 | SoarMax      |
| 14th* | Ken Woodward   | 2833 | Sagitta 600  |

\*Two metre.

Ian Roach.

### F3B International. Milang (SA) -5/6/7 March, 2010.

This event is held every two years, alternating with an international F3J event. Usually there are a few entries from overseas pilots. I could be mistaken but I think all 23 pilots in this year's event are based in Australia.

|      |                |          |         |
|------|----------------|----------|---------|
| 1st  | Tim Kullack    | 14792.12 | Radical |
| 2nd  | Evan Outtrim   | 14359.05 | Radical |
| 3rd  | John Skinner   | 14057.91 | Shooter |
| 22nd | Carl Strautins | 7516.40  | ?       |

Carl was the only HSL member to compete, but did not complete the event.

### HSL Club Competition -Round 1. Maddens Plains -21 March, 2010.

Round 1 of the 2010 Heathcote Soaring League Club Championship was held in wonderful conditions. There were seven entrants and the competition format was for 4, 6, 8, 10 and 10 minute target times. Flying commenced at 9:30 am and was scheduled to complete flights by 2:30 pm.

The day started out with very light winds from the NW and clear sunny skies. The wind picked up to be only moderate, perhaps 12 knots, around the middle of the day. However at times winds aloft were much stronger than at ground level.

HSL has moved to a distance of 150m from the winch to the turn around. We had this line length in use a few weeks previously for Round 1 of the Heathcote Cup and everyone appears to have seamlessly adapted to this change without issue.

The lift was light and elusive in the morning but after midday the thermal had begun to form up well. Just prior to 2:30 a strong cell developed to the west of the field and a couple of pilots were able to get to speck height.

I don't think there were any broken models. We did have a few line breaks and with the crosswind component the parachutes with lines attached drifted to the east of the field. A big thank to those who worked to retrieve these parachutes and clear the lines.

\*\*\*\*\*

The results were:

|     |                 |      |
|-----|-----------------|------|
| 1st | AlanLowe        | 2621 |
| 2nd | MatthewPartlett | 2548 |
| 3rd | FredLodden      | 2421 |
| 4th | JackMurphy      | 2275 |
| 5th | KlausMetzger    | 2137 |
| 6th | DonFarrar       | 1701 |
| 7th | LesMorris       | 1227 |

FredLodden.

**HeathcoteCup -Day2**  
**MaddensPlains -28March,2010.**

Thirteen pilots competed. The weather was superb. We had some low early fog that quickly cleared away. When we got the competition underway there were some low clouds about that also quickly dissipated and the sky became blue and sunny. The wind was from the north and was very light initially but built up to little more than that and was much less than 10 knots. The wind swung to be due east after lunch. Launching to the north brought the sun into play around midday. The temperatures were warm in the high 20s.

We saw the difference as a breeze made it so easy to fly at Maddens Plains. Prior to lunch there were good patches of lift about, but after the wind swung to the east the best lift was either far to the west of the field or towards the escarpment to the east. Under these conditions it was difficult to achieve the 10 minute target. Also with the easterly wind came a large area of sink between the field and the creek just to the west. However, most times it was necessary to fly through this on the landing approach. We had quite a few out-landings as a result.

The results were:

|       |                |      |
|-------|----------------|------|
| 1st   | AlanLowe       | 4970 |
| 2nd   | MattLowe       | 4966 |
| 3rd   | FredLodden     | 4827 |
| 4th   | PeterWilliams  | 4810 |
| 5th   | JackMurphy     | 4807 |
| 6th   | ColinWoodward  | 4340 |
| 7th*  | OwenPearcey    | 4021 |
| 8th   | MathewPartlett | 3935 |
| 9th   | KlausMetzger   | 3921 |
| 10th  | DonFarrar      | 3484 |
| 11th* | KenWoodward    | 2593 |
| 12th* | LesMorris      | 2371 |
| 13th* | MaxStone       | 2217 |

\* twometre

FredLodden.

**HeathcoteCup.**  
**OverallResult.**

The Heathcote Cup is awarded to the pilot who achieves the best combined score over the two days. The daily scores are normalised before being added. The table below shows the normalised daily scores and the combined scores.

|      |                 |      |      |      |
|------|-----------------|------|------|------|
| 1st  | MattLowe        | 1000 | 999  | 1999 |
| 2nd  | FredLodden      | 938  | 971  | 1909 |
| 3rd  | JackMurphy      | 855  | 967  | 1822 |
| 4th  | MatthewPartlett | 906  | 792  | 1698 |
| 5th  | KlausMetzger    | 855  | 789  | 1644 |
| 6th  | PeterWilliams   | 645  | 968  | 1613 |
| 7th  | ColinWoodward   | 701  | 873  | 1574 |
| 8th  | DonFarrar       | 749  | 701  | 1450 |
| 9th  | LesMorris       | 756  | 477  | 1233 |
| 10th | KenWoodward     | 568  | 522  | 1090 |
| 11th | MaxStone        | 595  | 446  | 1041 |
| 12th | AlanLowe        | 0    | 1000 | 1000 |
| 13th | CarlStrautins   | 879  | 0    | 879  |
| 14th | CarolynMichael  | 877  | 0    | 877  |
| 15th | IanRoach        | 872  | 0    | 872  |
| 16th | OwenPearcey     | 0    | 809  | 809  |

Twometre Class results in red.



AlanLowe shows off the sleek lines of his new Aspire.

\*\*\*\*\*

**Millennium Cup -Round3.**  
**Queanbeyan -11April,2010.**

Strong winds were forecast but despite this 24 hardy souls turned up ready to compete. The forecasters were correct and few good flights, and even fewer good landings, were achieved in round one. The wind was becoming progressively stronger so flying was suspended after round one in the hope that conditions would improve. Instead the wind became even stronger, typically 20 knots gusting to 30, and after a nearly lunch the event was abandoned. It is hoped that this event can be rescheduled to a date later in the year but at the time of writing no confirmation is available.

**HSL Club Competition -Round2.**  
**Maddens Plains -18April,2010.**

Round two of the 2010 Heathcote Soaring League Club Championship was held in excellent soaring conditions. Some low cloud near the escarpment to the SE cleared by the time we got underway at 9:30. With eight pilots in attendance we used the 4,6,8,10 & 10 format with flying to be concluded by 2:30pm. We had occasional cloud overhead. On one flight Klaus Metzger was able to thermal up to enormous height and disappeared into cloud a few times. But this cloud soon cleared away and caused no further problem.

The wind was from the SE at a few knots early and swung around to be easterly by 11am, but still just a few knots. Then around midday it swung to the south and only around an hour later did it go more easterly again. Maximum wind speed at any time during the day was perhaps just five knots and was only gusts due to local thermal activity.

Andrew Simpson, who is a new member to the club, came along with his newly built First two -metre two-channel glider. A hand chuck confirmed the trimming and it was soon hooked up to the winch for its maiden flight. Andrew promptly flew a 9:52 flight and got an inside 12m landing for some bonus landing points. Way to go for a maiden!

We managed to get all the competition flying done by 1:50pm and a few pilots stayed on to do some test flying.

|     |                |      |
|-----|----------------|------|
| 1st | Colin Woodward | 2726 |
| 2nd | Fred Lodden    | 2686 |
| 3rd | Ian Roach      | 2675 |
| 4th | Les Morris     | 2543 |
| 5th | Klaus Metzger  | 2515 |
| 6th | Don Farrar     | 2256 |
| 7th | Ken Woodward   | 1892 |
| 8th | Andrew Simpson | 637  |

**Fred Lodden.**

**HSL Club Competition -Round3.**  
**Maddens Plains -2May,2010.**

As a nice variation there was fog in the Sydney area, almost everywhere but at Maddens Plains! It was just early morning fog and was burnt off by the sun as the morning progressed.

With an initial entry list of ten pilots we used the 4,6,8,10 and 10 minute target times with all flying to be completed by 2:30pm. However with some later arrivals we ended up with twelve pilots in all. The sky was clear all day and temperatures were in the mid 20s by early afternoon. The wind started out very light from the NW but gradually built to the forecast 10 knots, gusting higher. After midday the wind strength dropped off and at times the wind swung around to be from the West. After the conclusion of flying at 2:30pm the wind again swung to be a few knots from the South, so it was fortuitous that we had wrapped things up by then as this would have made for unpleasant downwind launching.

We had a few incidents throughout the day. Owen Pearcey was doing some test flying before the competition began and struck the high voltage power lines to the SE causing some leading edge damage and necessitating a switch to a backup model. Klaus Metzger also struck these same power lines later in the day while on a landing approach but it was a glancing blow and the aircraft got away undamaged. Around midday the sun became a serious factor in the launches. Owen lost sight of his model on one launch after the ping. Fortunately the aircraft was re-acquired flying straight and level (and fast) a little to one side from where it was expected to be. Ken Woodward was not so lucky. After losing his model in the sun during the ping the aircraft continued on straight down and impacted very hard. The fuselage apparently was relatively undamaged but the wings suffered some severe crushing along the leading edge. Because of this problem some pilots delayed flying until the sun had moved further to the west and in one or two cases failed to complete their flights by the closing time.

|      |                  |      |
|------|------------------|------|
| 1st  | Matthew Partlett | 2752 |
| 2nd  | Matt Lowe        | 2751 |
| 3rd  | Alan Lowe        | 2713 |
| 4th  | Colin Woodward   | 2693 |
| 5th  | Klaus Metzger    | 2687 |
| 6th  | Don Farrar       | 2530 |
| 7th  | Fred Lodden      | 2527 |
| 8th  | Ken Woodward     | 2074 |
| 9th  | Les Morris       | 1905 |
| 10th | Owen Pearcey     | 1829 |
| 11th | Ian Roach        | 1357 |
| 12th | Andrew Simpson   | 0    |

**Fred Lodden.**

\*\*\*\*\*

**Millennium Cup -Round4.**  
**Salt Ash -23May,2010.**

After a pretty wet week along the coast only occasional showers were forecast for the Newcastle area on Sunday, with more rain to come early in the following week. But on the day of the competition we had no rain at all. The wind was very light from the west early in the day and then picked up a little to about the forecast eight knots, before swinging to the South and easing a little during the afternoon. The day was mostly sunny with overcast periods and after a cool start in the morning it warmed up nicely.

We had 22 pilots entered in the competition.

Due to the wind direction, approaches for some of the landing spots necessitated overflying small ponds. Unfortunately two pilots landed in the water. Mark Ceo was very fortunate as his model ended up nose down in water so shallow it didn't get past his nose cone. Everything imported was dry.

The wind gusts made landing accurately tricky. Approaches that were initiated with what appeared to be more than enough height sometimes landed well short or even outlanded, at other times an extra orbit was required to lose some of that height. Sometimes that extra orbit was about half an orbit too much. It was tough.

We managed to get in seven rounds permitting each pilot to drop his worst round.

The results were:



Abus scene showing part of the winch line and pits at Jerilderie

|      |                |      |
|------|----------------|------|
| 1st  | Fred Lodden    | 2284 |
| 2nd  | Owen Pearcey   | 2224 |
| 3rd  | Jack Murphy    | 2087 |
| 8th  | Colin Woodward | 1912 |
| 9th  | Ken Woodward   | 1872 |
| 10th | Klaus Metzger  | 1790 |
| 14th | Max Stone      | 1646 |
| 18th | Don Farrar     | 1502 |
| 20th | Les Morris     | 1342 |

Fred Lodden.

**LSF Tournament.**  
**Jerilderie -12/13/14 June,2010.**

This year Australia's biggest thermal soaring event was held in perfect conditions with 63 pilots participating. Saturday was overcast with a brisk but not excessive breeze, while on Sunday and Monday the sky was blue and the wind was calm to very light. Those who came early to practice on Friday also enjoyed light winds and blue skies. The clear still nights produced cold mornings with ice having to be cleared from car windows before driving to the field.

Although the weather was very good throughout the event pilots had to master a variety of soaring conditions to achieve high placing.

A few days before the event we were warned that the field was very wet and that we should bring waterproof footwear such as gumboots and long pegs for securing winches and turn around pulleys in the soft ground. As it turned out part of the field were indeed very wet but the Jerilderie Council had used its heavy roller to prepare an area large enough for our purposes to a standard that was more than adequate. Despite this a few cars that wandered off the firm ground became bogged and had to be towed out. One morning I noticed some people looking at me strangely as I drove to the flight line to unpack my gear. Only after I had parked did I realise that I had driven around the wet side of two cars that were already bogged. There is a lot to be said for all-wheel-drive.

There were some changes to the rules this year. The distance from winch to their turn around pulleys was reduced from 200 to 150 metres. Flight timing was stopped when the model first touched the ground rather than when it came to rest. The scoring of spot landings was changed so that in the first two metres one point was lost for each

\*\*\*\*\*



The mornings at Jerilderie were icy cold with frost and a heavy dew. Don Farrar's Pike Superior and Ian Roach's Ellipse 4V are shown leaning against the Lions Club caravan to let the Sundry the dew from their wings.

ago. The bigger models certainly handled the variety of conditions better than the older, smaller ones, though we did not get a chance to see how they went in a very strong wind.

A number of models were damaged or destroyed despite the benign conditions, including a couple of structural failures while launching. With large numbers of models in the air simultaneously mid-air collisions and pilots flying the wrong model also accounted for several accidents. On my team Guy Brand flew the wrong model for several minutes before the one he should have been flying hit the ground. Those who saw the final moments of this flight expected the Escape to be totally destroyed but it suffered only minor damage and could probably have been flown again without repairs. Later the same day Guy hit a tree with his back-up Escape while returning from way downwind. Again damage was relatively minor but was enough to cause Guy to miss the last three rounds.

200mm from the spot. Beyond two metres the usual five points per metre applied.

The last two of these changes are borrowed from the international F3J class. F3J also has a 150 metre tow line length but its use of hand towing and its need to keep time on the line to a minimum means that F3J and Jerilderie launch techniques are still very different.

Interestingly if the decision to reduce the line length had not been made at the previous year's AGM it would have had to be made on Saturday morning anyway, as with the launch direction used that day there was only just enough firm ground to accommodate the new line length.

Production of the Pike Perfect began barely four years ago with the first two in Australia arriving only days before the 2006 Jerilderie event. By this year it was the most common design in use. I don't know how many Perfects were at Jerilderie this year but it was certainly dozens. Second most popular was the Xplorer which first arrived in Australia, if my memory serves, less than two years ago. The even newer Aspire was also present in good numbers, as was the Supra. Surprisingly the Pike Superior, which dominated the numbers four years ago, this year only appeared in small numbers.

The Satori and Tragi 801 were the only new designs I noticed that I had not seen before.

The biggest change to models in the past couple of years is that they are getting bigger, typically 3.7 metres or more in wingspan. Even the Supra, at a mere 3.4 metres, is a good deal bigger than most models of a few years

ago. With no delays and just five groups per round 14 rounds were comfortably completed in the two and a half days.

The results were:

|      |                  |       |                |
|------|------------------|-------|----------------|
| 1st  | Joe Wurts        | 12000 | Supra/Xplorer  |
| 2nd  | David Hobby      | 11957 | Pike Perfect   |
| 3rd  | Carl Strautins   | 11954 | Pike Perfect   |
| 7th  | Matt Lowe        | 11799 | Pike Perfect   |
| 8th  | Matthew Partlett | 11784 | Pike Superior  |
| 16th | Bjorn Rudgley    | 11382 | Icon           |
| 18th | Alan Lowe        | 11367 | Aspire         |
| 26th | Colin Woodward   | 11016 | Pike Perfect   |
| 33rd | Ian Roach        | 10575 | Ellipse 4V     |
| 37th | Jack Murphy      | 11188 | Aspire         |
| 52nd | Klaus Metzger    | 9167  | Starlight 3000 |
| 53rd | Rebecca Richards | 9120  | Xplorer        |
| 55th | Don Farrar       | 8640  | Pike Superior  |
| 58th | Guy Brand        | 7539  | Escape         |

HSL was represented by 12 pilots, four of whom finished in the top 20, an excellent result.

For the past several years the perfect flight fly-off has become something of a farce, with almost half the competitors qualifying by making at least one perfect flight during the event. The new method of scoring landings, as expected, put an end to that. Only two pilots, Joe Wurts and Eric Smith made perfect flights. Joe made four of them, but Eric went on to win the fly-off. Most groups were won with raw scores of 697 or more out of a possible 700. Only three of the 70 groups flown were won with a raw score of less than 693.

An F3K Hand Launched Glider event was flown during

\*\*\*\*\*

the lunch breaks. Thirteen pilots competed and six rounds were completed. The results were:

|      |                  |      |
|------|------------------|------|
| 1st  | Theo Arvanitakis | 4943 |
| 2nd  | Brett Anthony    | 4897 |
| 3rd  | Matt Lowe        | 4681 |
| 7th  | Carl Strautins   | 3752 |
| 10th | Colin Woodward   | 3439 |

An excellent range of prizes was provided by a number of generous sponsors and every competitor received something worthwhile to take home.

As usual the event also enjoyed excellent support from the local Lions Club and the Jerilderie Shire Council.

The organisers also deserve our praise for putting on an event that ran smoothly and efficiently.



Joe Wurts, winner of the main event at Jerilderie, receives one of his several trophies from Alan Mayhew.

Ian Roach.

## Picton Cup.

### Picton - 27 June, 2010.

For the past couple of years the Picton Cup has been a one-design event for Parkzone Radian electric gliders, which must be in a stock standard state. You can use your own model if you wish, or fly one of the six Radians generously provided by the event's organiser Richard Solomon and his Harrington Park Dental Practice. In this year's event 12 pilots competed, all using Richard's Radians. A Limited Electric Glider event was also held on the same day.

Six models and 12 pilots required two heats per round. Two rounds were flown consecutively, requiring each Radian to make four flights on one battery charge. Fresh batteries were refitted for rounds three and four, and the original batteries had been recharged in time for rounds five and six. Two rounds of LEG were flown following each two-round Radian session. This all worked perfectly and produced, for those who flew in both events, ten rounds of competition in a relaxing day with a reasonably early finish.

It was a mostly sunny day with very light winds of variable direction. Thermals were mostly weak except for a few short periods when widespread strong lift was available.

The results were:

#### Picton Cup:

|     |                  |      |
|-----|------------------|------|
| 1st | Don Farrar       | 4964 |
| 2nd | Vernon Rodriguez | 4960 |
| 3rd | Fred Lodden      | 4930 |
| 8th | Ian Roach        | 4835 |

#### LEG:

|      |                  |      |
|------|------------------|------|
| 1st  | Vernon Rodriguez | 3991 |
| 2nd  | Mel Gillot       | 3962 |
| 3rd  | Gary Andrews     | 3954 |
| 6th  | Fred Lodden      | 3864 |
| 10th | Ian Roach        | 3747 |
| 11th | Don Farrar       | 3659 |

Ian Roach.

## *New Rules for Jerilderie 2011.*

As a result of resolutions passed at the LSF Annual General Meeting held at Jerilderie on 12 June 2010 the 150 metre winch line will be retained for 2011.

New rules for 2011 require the retob metal fittings in the winch parachute system and for an on-metal device to be fitted to prevent the parachute passing through the turn-around pulley. Both measures are

intended to improve safety. No doubt they will contribute to greater safety but I suspect these rules are addressing hazards that are very minor compared with the risk of being cut by the nylon monofilament winch line. Most people are already complying with the new rules.

Ian Roach.

\*\*\*\*\*

| <b>DatestoRemember</b> |        |                                       |                        |
|------------------------|--------|---------------------------------------|------------------------|
| August                 | 4      | HSLAnnualGeneralMeeting               | EngadineChurchofChrist |
| August                 | 29     | HSLClubCompetitionRound4              | MaddensPlains          |
| September              | 11 -12 | MillenniumCupRound5                   | Cowra                  |
| September              | 12     | GliderHandicapEvent                   | Gunnedah               |
| September              | 17 -26 | ManillaSlopeFest'2010                 | MountBorah             |
| October                | 2 -3   | Open,RES,and2 -metreglider            | SaltAsh                |
| October                | 17     | MillenniumCupRound6                   | Appin                  |
| October                | 24     | HSLClubCompetitionRound5              | MaddensPlains          |
| November               | 14     | ShoalhavenShield(MillenniumCupRound7) | Bomaderry              |
| November               | 21     | HSLClubCompetitionRound6              | MaddensPlains          |
| November               | 28     | ScaleAerotowGliders                   | MaddensPlains          |
| December               | 5      | TedSwanCup                            | 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.

| <b>HSL</b>     |                | <b>OFFICE BEARERS</b>      |          |
|----------------|----------------|----------------------------|----------|
| President      | Jack Murphy    | jackmurphy@optusnet.com.au | 42855432 |
| Vice-President | Ross Newman    | drnew@optusnet.com.au      | 95254708 |
| Secretary      | Fred Lodden    | felodden@hotmail.com       | 85766431 |
| Treasurer      | Peter McGregor | mcpeter@optusnet.com.au    | 42951776 |
| Editor         | Ian Roach      | roachi@ozemail.com.au      | 42321775 |
| Webmaster      | Klaus Weiss    | kkw1@bigpond.com           | 95202184 |

\*\*\*\*\*