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FLYER

Southern Soaring League



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U-2 spyplane footage - www.wimp.com/breathtakingfootage

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Calendar

2010

JANUARY

10	2M ELECTRIC & RADIAN	VICTORIA PARK	SSL
17	F3B PRACTICE	SSL PARK MILANG	SSL
23/24/26	TAPANAPPA SLOPE WEEKEND	TAPANAPPA	SSL
31	2M CHALLENGE	VICTORIA PARK	SSL

FEBRUARY

9	CLUB MEETING	BRUNSWICK	SSL
14	F3B PRACTICE	SSL PARK MILANG	SSL
18	INDOOR FLYING	ETSA PARK	SSL
21	ELECTHERMAL / RADIAN	VICTORIA PARK	SSL

MARCH

5/6/7	F3B INTERNATIONAL	SSL PARK MILANG	SSL
9	CLUB MEETING	BRUNSWICK	SSL
14	SCALE AEROTOW	SSL PARK MILANG	SSL
18	INDOOR FLYING	ETSA PARK	SSL
21	2M CHALLENGE	SSL PARK MILANG	SSL
28	GLIDER CLASSIC	SANDERSON	ORAM

APRIL

2/3/4	AEFA ELECTRIC RALLY	BAROSSA	BVMAC
11	OPEN THERMAL & ELECTRIC	SSL PARK MILANG	SSL
13	CLUB MEETING	BRUNSWICK	SSL
15	INDOOR FLYING	ETSA PARK	SSL
18	2M ELECTRIC & RADIAN	VICTORIA PARK	SSL
25	SCALE AEROTOW	SSL PARK MILANG	SSL

MAY

2	RES OPEN & 2M	SSL PARK MILANG	SSL
11	CLUB MEETING	BRUNSWICK	SSL
16	OPEN THERMAL & ELECTRIC	SSL PARK MILANG	SSL
20	INDOOR FLYING	ETSA PARK	SSL
23	SCALE AEROTOW	SSL PARK MILANG	SSL
30	2M CHALLENGE	VICTORIA PARK	SSL

JUNE

8	AGM	TBA	SSL
12/13/14	LSF JERILDERIE	JERILDERIE	LSF
17	INDOOR FLYING	ETSA PARK	SSL
27	2M ELECTRIC & RADIAN	VICTORIA PARK	SSL

JULY

13	CLUB MEETING	BRUNSWICK	SSL
15	INDOOR FLYING	ETSA PARK	SSL
18	OPEN THERMAL & ELECTRIC	SSL PARK MILANG	SSL

AUGUST

1	2M CHALLENGE	VICTORIA PARK	SSL
10	CLUB MEETING	BRUNSWICK	SSL
15	2M ELECTRIC & RADIAN	VICTORIA PARK	SSL
19	INDOOR FLYING	ETSA PARK	SSL
20/21/22	SCALE AEROTOW	LAMEROO	SSL
29	OPEN THERMAL & ELECTRIC	SSL PARK MILANG	SSL

SEPTEMBER

14	CLUB MEETING	BRUNSWICK	SSL
16	INDOOR FLYING	ETSA PARK	SSL
18/19	STATETHERMAL CHAMPS	SSL PARK MILANG	SSL

OCTOBER

12	CLUB MEETING	BRUNSWICK	SSL
21	INDOOR FLYING	ETSA PARK	SSL
23/24	MILDURA OPEN THERMAL	WENTWORTH	SUNRAYSLIA
31	2M ELECTRIC & RADIAN	VICTORIA PARK	SSL

NOVEMBER

7	SCALE AEROTOW	SSL PARK MILANG	SSL
9	CLUB MEETING	BRUNSWICK	SSL
14	SAOTA	SSL PARK MILANG	SSL
18	INDOOR FLYING	ETSA PARK	SSL
21	OPEN THERMAL & ELECTRIC	SSL PARK MILANG	SSL
28	2M CHALLENGE	VICTORIA PARK	SSL

DECEMBER

14	THEO IKENHARG MEMORIAL FUN FLY	VICTORIA PARK	SSL
16	INDOOR FLYING	ETSA PARK	SSL

Phoenix - Feb 2010

After the quite passable gathering of fliers in January, with similar weather in February, one could be forgiven for expecting a group just as large - alas! The answer is "No, not on your nedly!" Eddie. Now why I should add Eddie to that is beyond me for I have not touched base with Eddy Smith for yonks years, or even Steady Eddy from the snow Olympics. Ah well, those who were able to attend the Feb. Indoor should have been quite contented with their flying times and the space in which they had to do it.



My first picky this month is of Ian Smedman. Ian became famous for his dexterity with his computer in the days of car racing, and, unless you had known him in those days you may not have recognized him

in the speckies at ETSA on each of our indoor nights for quite some time. After studying the form and features of our indoor events, he has finally seen the writing on the wall, or taken the bit between his teeth and, lo and behold, what should he show up with tonight? Tucked under his arm, one of the very latest and finest, one J-3 Cub, as pushed to the fore by Model Flight over the past few weeks. In enjoyment value, I would think that Ian is well-satisfied with his investment.



In my next picture, one sees that three thumbs have made their way to ETSA and how nice to see the boys from Alexis City having time to relax amid their busy flying.

Mike was seeing showing a little backup for one of our Helicopter visitors, who is in Adelaide for the gimendrous helicopter weekend. Hope it all

goes well for them but it was, no doubt with disappointment, that our visitor was not able to fire up his nitro (and other potent stuff) powered very impressive machine.



I am giving you proof tonight, that whenever Matthew Wayne is flying, he always has his right foot forward – that is providing it is his right foot. So relaxed, Mattie, unless I mention it, no one could realize that you were putting your magnificent 4-Site through its paces once again.

But then – when you see this next shot of Mike, his subject matter could be, "How I was shot in the bum by a fast-landing model aircraft." Who was it that said that the camera never lies??? Not me!

Do you remember that I featured the fascinating young gentleman, Bailey, last month in his first try at indoor flying. Imagine our amazement when, on our arrival, there was the gently smiling young man, going solo, not another soul with him, showing how dexterously he can fly his little heli. It was a delightfully gentle flight and so well controlled that would surprise many other older pilots. In other words, that means that he “stuck it up em!” Tonight you see him nursing his big truck, with which he gave several driving demos throughout the evening, as he accompanies his dad towards the exit door. “All my batteries are flat, so I have finished for the night.”



My final shot is of Peter Melders, a long-time model builder and flier, standing beside his VTOL Rocket. This was probably the most unusual model at ETSA on this occasion and how well it was flown by Peter. It was four or maybe even five feet tall standing on the launching pad. When Peter was cool, calm and collected, it slowly lifted, vertically, ah la Cape Canaveral (how on earth does one spell Canaveral, or was I right first time?) and after several seconds in a perfect hover, slowly rolled over on its back (or maybe its front, or side – they all look similar) and then did several laps, horizontally of the stadium.

A delightful sight to see and thank you Peter – may we see many more appearances of this fascinating aircraft – er –rocket.

Not so spectacular, 'cause he has done it before and WILL do it some more times, Andy went looking for pigeon eggs among the rafters. If this was real life, with full size aircraft, one would have seen the backup, or rescue aircraft, ready on the tarmac with pilot on “hold” waiting for Andy to be caught, yet again in the rafters. As it was, he had to return to his seat, programme another model into his transmitter and send it rafterwards in his attempt to knock the truant machine from its nesting place, even though the wing was caught between the rafters. Oh! You all know the result because he is becoming so skillful at this aeronautic, that he soon tumbled it back to ETSA Park’s ultra-shiny floor.

Well dear readers, that is about your lot for this month – and mine too. Please make a note in whatever you make notes these days, that we meet once again in the main chapel at the ETSA Netball Stadium on Thursday evening on March 18th when we, the fliers, shall have two enjoyable hours for the small outlay of ten dollars, and you, dear friends, our spectators will also have two hours of enjoyment for absolutely no outlay whatsoever.

Please don’t let me near the sun – sincerely – The Phoenix.

Victoria Park

Musings - Robert Gunn

**Under the spreading Gum Tree
Victoria Park Sunday 7 February 2010.**

Life in Victoria Park is full of hazards for the dozen or so Radian flyers and upwards of 25 flyers at the field on this day. We have to negotiate star droppers fencing off native grass areas, short pegs in the ground for no apparent reason, and the usual round of trees, goal posts and Clipsal Fixtures.

It was great to see so many flyers out there all enjoying themselves, young and old, plus a couple of club and modelling stalwarts in Mike O'Reilly, Martin Simmons & David Leigh (Radio). Squadron Leader Bob Tedstone was doing his usual great job in helping new flyers and flyers with new planes as was Mike doing his bit to get a couple of planes trimmed for flight.

With so many **Radians** on the field it would be fantastic to see some of the owners come and join in at the next Radian competition. It is not much more than what you are doing now, just tests that you have control. All you have to do is launch with a 15 second motor run, stay lofted for 5 minutes and land inside one of the soccer pitches – easy. OK lots of times it is not that easy to get 5 minutes but don't worry everyone else will be having the same problem.

Thanks to those who my dog Cooper trained to throw sticks for him, that kept him amused for the couple of hours I was there and helped to wear him out, and got me brownie points at home for "walking the dog".

Mark has offered one caveat to flying a Radian and that is flying while lying down may cause you to nod off, and should you do that - as good as Radians are - the may prang!

Why you should join in the competitions

"Robert produced the first perfect score for the year - 5 minutes and a 1m landing" Jan 29 2010.

When I first started flying at Victoria Park about 3 1/2 years ago, I remember saying, "I'm not interested in competing". -- So I flew on, with so called beginners planes which I broke one by one and didn't seem to learn much. I reckon I was pretty uncoordinated, we older citizens wish we had the gaming machines to develop fast twitch like the teens of now. It was frustrating and costly and I got close to giving up as several people have, but finally I was starting to get a plane to fly long enough and well enough that I did not have to spend the intervening week repairing it - bonus! To get to this point I was advised to go to the basic plane, a bungee launched soarer, that all but, launched itself and you only had 2 controls to find and worry about, providing you remembered to turn the plane on in the first place. I subsequently got my bronze wings and that was that, I thought.

About a year and a half ago I was persuasively urged to join in the 2 Metre RES competition, I was convinced it wasn't beyond me and so - I did turn up one Sunday morning with my Spirit under my arm and my heart in my mouth, it was reasonably simple, launching, flying and landing, just like I had been doing.

In a short space of entering competitions I met some very experienced flyers who gave a lot of their time to coach me and point out the techniques that converted a ragged launch to one that develops good height, being able to tell when I was lift and read the air and thermal events as they occur and landing techniques that got me closer and closer to the spot. The net result is the statement I opened with.

In competitions that one good score doesn't pull of the whole round you have to be consistent, and that I am not. I have enjoyed this past year, no one flies for sheep stations and the friendship and advice I have

received has been considerable, The competitions held at Victoria Park, The Electric Thermal, the Radian and the 2 Metre RES, are all good entry level, fly for fun and learn something comps. Competitions make you improve your skills. You concentrate more on how your plane is set up, you learn to maximise your launch heights, given the limitations of time or bungee length. The main improvement and I think the most exciting skill is learning to eke absolutely every bit of lift you can so you can make your duration limit. Finally landing on the spot says so much about how well you are controlling the plane – it's a bit like all those dog owners who say they are walking their dogs – we ask who is walking who! SSL has over 30 years of history and it has a very good reputation in the flying community. The club has currently among its membership, flyers that are competing internationally. It is the grass roots, however, of any club is where it counts and flying in the smaller plane competitions is both inexpensive and greater fun than the more serious open competitions – just come and watch all the experts fly in the Radian class, and witness how much fun they are having. I have got a lot out of participating I urge you too to give it a try. It doesn't take any more than what you are doing now, charge your batteries and turn up at Vic Park on a Sunday.



2M Electric & Radian - 21 Feb 2010 - Greg Potter

After a horrible day on Saturday the weather dawned perfect again for the comp at Vic Park.

We had 5 entries for 2m electric (not as many as I had hoped given the number of height limit switches that have been purchased) and I was expecting 12 for Radian. However we ended up with 15 (a new record) and had to run it in two groups. It would have been great to have all 15 up at once but we had no-one left to run it.

The 2m electric was run to the new rules with a 100m height cut off and a 5 minute task. This proved very challenging with only a few 5 minute flights. I used the new US made CAM height limit switch (a beta test unit) whilst the other 4 used the Alti Basic.

The only new model there was Mike's Chrysalis which suffered minor damage to the motor mount from a hard landing. He then flew his Radian from the last 4 rounds. Robert flew his Radian as well.

There were a few minor dramas with one mid-air in the Radian comp (both fliers were able to finish the comp after some repair) and Mark was having some radio issues but apart from that it all went very smoothly in the mild conditions.

Nick provided quite a few fliers with valuable information about thermals which was much appreciated.

The three newbies enjoyed their experience and vowed to come back again. Also a few of the Sunday morning crew who watched from the shade of the tree also said they would join in next time.



	1	2	3	4	5	6	Raw	Final	Place
Nick	7	9	6	9	9	9	49	43	1
Mike	9	9	9	6	9	7	49	43	1
Mal	3	9	7	9	9	8	45	42	3
Dave	7	8	5	9	9	9	47	42	3
Mark	8	8	6	5	9	9	45	40	5
Murray	9	9	7	7	6	7	45	39	6
Greg P	2	9	8	8	8	5	40	38	7
Brian	5	8	7	7	8	8	43	38	7
Robert	4	4	3	5	8	8	32	29	9
Ivan	7	7	5	4	6	4	33	29	9
Greg W	4	5	9	6	5	4	33	29	9
Kevin	6	6	6	4	4	6	32	28	12
Alan	0	5	3	6	8	6	28	28	12
Brad	6	6	3	4	7	4	30	27	14
Graham	8	8	4	3	2	2	27	25	15



Conversion of an Ellipse 2V to Electric - Greg Potter

I was looking for something a bit more robust and suitable for windier days than my Electric Bubble Dancer RES glider.

I remembered an ad on RC trader for a Ellipse 2V. Outdated now as an Open Thermal model but with minimal investigation it looked suitable for conversion for the following reasons.

A round nose cone with plenty of room to house the motor, speed controller and battery pack. It's a v-tail which makes it easier to mount the tail servos at the rear of the model. Bolt on centre panel so that there is access to the area under the wing for receiver, HLS and Rx battery pack.

So I negotiated the sale and the glider arrived on Tuesday this week. I closer inspection showed there was more room than I expected and only minor modifications were required, none of which could not be reversed in the unlikely event that I wanted to convert it back the pure Open Thermal.

I started by measuring the point on the nose cone where I could cut it off to match the 40mm spinner I already had. I then secured a motor mount with some down and right thrust. The motor fit in easily and the speed controller fit flush against the inside of the nose cone with some Velcro.

Next I cut off the nose end of the boat to clear the motor when the nose cone was replaced and I cut out hatches in the wing seat around the mounting bolts. I removed the tow hook to make a bit more room in the under wing area.



I removed the two Hitec HS225 servos from the boat along with the Rx, and the Rx battery.

In the V-tail I cut two hatches in order to mount two Dymond D60 thin servos to drive the ruddervators and replaced the pushrods with servo extension leads. The change I made that would be more difficult to reverse was to cut off the elevator horns so they did not interfere with the servo extension.

The Ellipse nose cone has a very nice feature being two flat sections which lock it in place on the fuselage in a way they it cannot rotate or rock around. On one side I drilled a hole and put a blind nut on the inside and a bolt through the outside to lock the nose cone on for flight. I removed the servo leads for the wing and shortened them. Then it was just a matter of putting it all together and setting up the model memory on my Tx. The

pictures show you where everything fits. So it's now Friday lunchtime and it's ready to test fly.

The motor, battery and prop combination should provide just over 7m/s climb rate which should get me to 200m in 30seconds in most conditions. It has come out at 2.58kg all up. There is room for some minimal weight reduction with some smaller servos in the tail and a smaller Rx battery pack but it will be insignificant.



“A breath of fresh AIR” - Trevor Schultz

While sitting home the other night watching the weather on one of the fifty TV channels we now have, and I noticed that they were broadcasting from the Patawalonga and in the background, were R/C yachts that were competing in the Australian Nationals over the weekend. So, guess where I could be found for the next two afternoons!.

I have always been interested in sailing, as I used to sail full size for many years when I was a lot younger, and fitter, made model yachts, both water and land, sailed and owned a land yacht which I used up at Pt Gawler. Now, mix that with R/C, and it's a match made in heaven.

When I first arrived at the Pat., I wandered up and down the flight line (sorry wrong terminology) for half an hour or so, just to get the feel of the event, and make sure that I was not in anyone's way, as there were around 60 members there from all over Oz, and even Tassie. I suppose it's the "Nationals" thing, as the camaraderie was more that evident. One thing that quickly came to mind though, was the age group, apart from 5 or 6 in their early forties, I was the youngest there!

This 4 day event is the very popular and competitive 1 Metre class. The previous 2 weeks, had the 10R, Marblehead and the 'A' class, which

are the larger and from what most people said to me, the less favourite, due to mainly the extra size and transportability.

All of a sudden there a flurry of skippers running around grabbing their models, as the next heat has been called. They throw their models into the drink (yes some actually do!) over a couple of minutes, and sail to the downwind start line in a disorganised and friendly way, waiting for the 3 minute warning. When that is sounded, things start to get noticeably more serious. Then the two and one minute warning, by now the competitiveness of R/Cer's surfaces. Out goes the interstate friendliness and in comes the enemy. They all start jostling for the best starting position without breaking the start line, all thinking it's the start of the Sydney to Hobart!. Now what does looks strange, is the pilots (darn! that terminology again) walking at a brisk pace along the path, keeping pace with their models from start line to the top buoy, then back to the start line, then back to the top buoy, etc, for five legs. By the time the first boat rounds the top marker for the 2nd time, the fleet has started to spread out. Now most of the skippers are using 2.4 Gig, but the ones who aren't, are jousting like early century gladiators' with the 36 Meg aerials, trying not to spear the bloke in front. At this stage of the race, the leading skippers are walking

quite fast to the next buoy, and the rest, following behind over the whole length of the course. Now these guys are on a collision path, as the leader rounds the top marker and starts heading back through the crowd of skippers going in the buoy he just rounded. Not only they are going in opposite directions, they are looking over their shoulders at their models, as their models are also are going in opposite directions on the same stretch of water, just looking for a head on. Very entertaining!, most of them have foam balls attached to the top of the aerials, so as not to cause any serious injuries.

They use a video camera set up at the finish line, for when there is a protest or the need for a photo finish, as the finish can and was very close at times with 4 or 5 models crossing the line with in 10 cm of each of them. When the models are covering each other with the sun reflecting off of the water and the models are around 50 mtrs away, it is impossible to pick a winner.

Being the Nationals for the 1 Metre class, there is around 15 starters to line up, in each of the 4 divisions of A,B,C and D. Now the top three winners of each heat of each class go up a class, (except for "A") and the bottom 3 of each division of each heat, go down. Now 4/5 heats each day for 4 days, the guys were going up and down faster than the price of petrol.

While these models seem basic on the surface, the more questions you asked and the more you look, it becomes very involved and sophisticated, with hydrostatic testing of the hulls and aerodynamics of the sails. They are constantly changing designs, trying to improve performance with computer aided designs from all over the world. All classes have set criteria, and you can do whatever you like, as long as it complies. However, like our sailplanes, there is normally only a small parameter of design ideas that perform exceptionally well. They seem to be at a stage, once again similar to our models, where it's almost at a point where they can not improve the models overall performance, but only in one area, at the sacrifice in performance in another. What is also similar to our Nationals - competitors tempers, which can and do get strained and as they are all there to perform well, things can get a little testy and look out if you don't sail by the rules, penalties apply!.

There was a hold up in the proceedings for the next heat as there was a protest being sorted out while the next group of competitors were mulling around the start line. I struck up a in depth conversation to a competitor from Queensland, Peter, about the relationship of the boats to sailplanes in design, flying and radio similarities, when he asked "Have you ever sailed one of these", " No " I replied. Next thing there's a Tx in my hand, and he said "Have a sail", great, but which one of the 15 boats out there is yours?.

Once that was worked out, I sailed around for about 10 minutes or so. These 1Mtr yachts really do move in this 15Knt breeze. I was having some of that stuff called "fun". Any way I had to hand the Tx back as the 3 minute warning sounded for the start of the next heat.

Once that heat had finished I followed Peter back to the pits and he explained all the workings of the boat and their design. He had imported a mould of the latest design from Europe and made a handful of boats for the locals over a short period, but has now on sold them to another modeller to make more boats, as the demand is high for the 1 Mtr class and Peter did not have the time. (sound familiar)

They run 3 sail sizes, A-calm, B-moderate and C- for strong wind conditions, and as you can see by the photos, a few of the guy's did not have the small rings on the Sunday. On the run down wind the boats with the 'B' rigs were having trouble keeping the bow above water, resulting in the boats spearing in and jibing violently. Some competitors opted to sit out some rounds as they did not have the correct rigs in the afternoon.

There is four model sailing clubs in Adelaide, Adelaide Radio Control Yacht Club racing at the Patawalonga, South Australian Radio Yacht Club at Mawson and West lakes, The Stirling Marblehead yacht Club, South Eastern Hills Model Yacht Club on the Paris creek road between Meadows and Strathalbyn. These clubs sail different classes of yachts, as what may be popular in one club may

not be in another.

If you want something different, potentially more relaxing, with less hassle, but still with friendly competition, go to the club web sites, then go down on one of the days they play and have a go. The cost of the models is similar as the sailplanes, top shelf \$4.5K, but I believe you can pick up second or third generation models for a fraction of that. Once again, there are different divisions to compete in. There's always a sea breeze to keep things cool and no winch and turn arounds etc to set up and pack up, sounds great, it just may be what you are looking for!

Try these sites:

http://www.sa.yachting.org.au/default.asp?MenuID=Classes%2F10324%2F0%2CRadio_Yachts%2F10330%2F5055%2F

<http://www.carbonicboats.com/Rubicon.php>

<http://www.mirageradioyachts.com/>

<http://onemetre.net/index.htm>

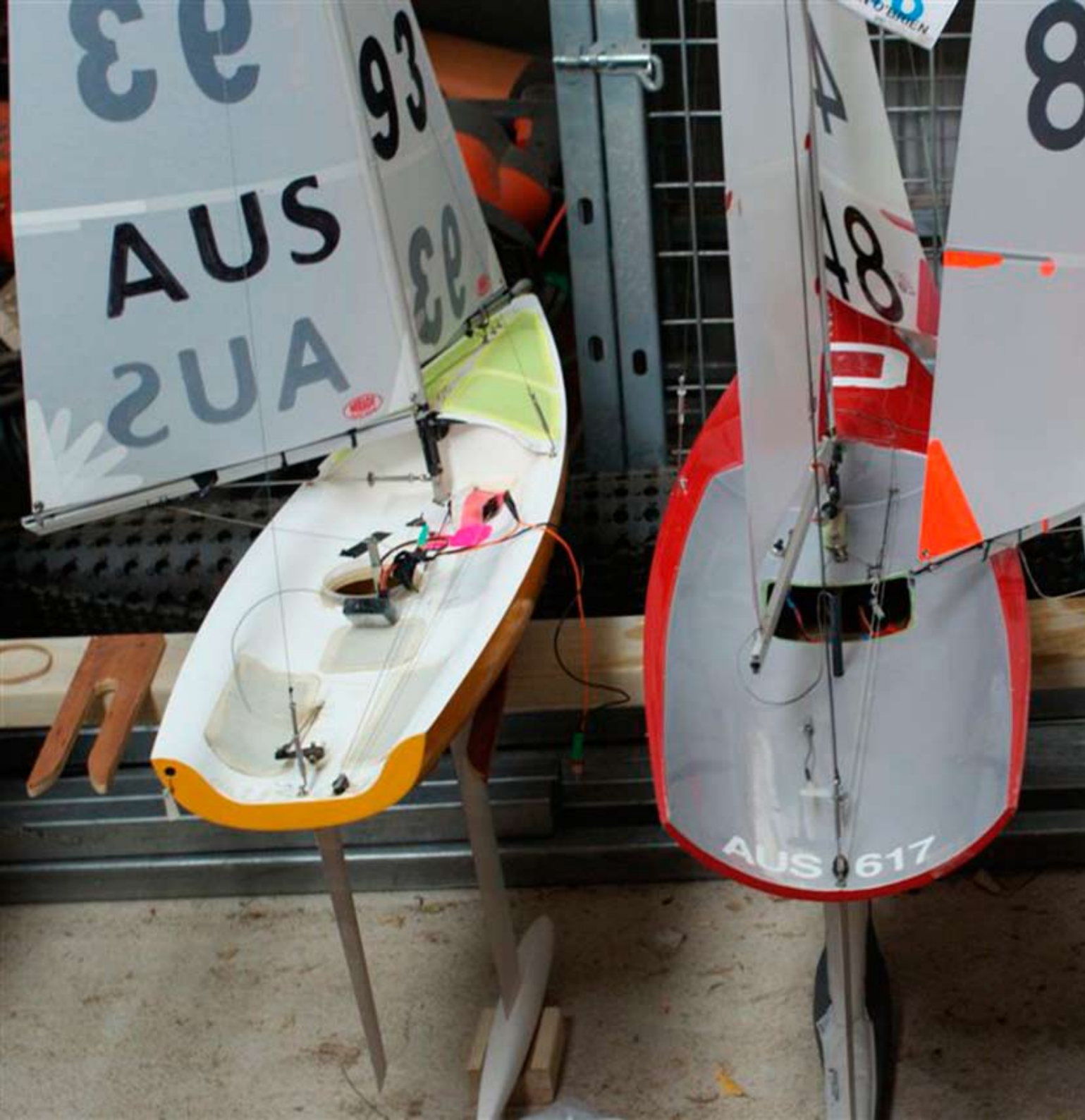




National Championships for Radio Yachting



Photos by Trevor Schultz



National Championships for Radio Yachting



Photos by Trevor Schultz