

Radi- C-ntr-llled Soaring Digest

November 2010

Vol. 27, No. 11



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Front cover: Art Chmielewski's Zenith 3.7 on final approach after a 9-minute thermal duration round on Sunday October 3rd 2010 at the 2010 CVRC Fall Soaring Festival, the Sierra Nevada Mountains in the background. The Zenith 3.7 is a custom-made all-carbon composite sailplane manufactured in the Czech Republic and sold exclusively in the US, Canada and Australia by www.rcsoaring.com. Photo by a Matt Solomin, courtesy of Joe Nave.

Canon EOS Digital Rebel XSi, ISO 200, 1/500 sec., f/10, 190mm.

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4 *InterMountain Silent Flyers* Soar Utah 2010

Coverage of the bi-annual event. Text by Fred Maier with photos by Fred Maier and Dave Garwood.

19 *World Soaring Masters*

Held at the AMA International Aeromodeling Center, September 24th-26th. A photo album by Mark Nankivil.

60 *Italian Scale Vintage Glider Meeting*

A first for Italian scale vintage glider enthusiasts, this well attended function was photographed by Vincenzo Pedrielli.

74 *Kuranda Gliding*

Australian Andrew von Berky reunites with some Queensland flying buddies from years ago.

Johannesburg Model Aircraft Club **JOMAC Aerotowing 86**

John Godwin relates his club's shift from winch launching to aerotowing and shows off the tugs and several great looking scale gliders.

Hobby Club **Mini TopSky HLG 91**

A cute 1.0m span 4.5 ounce glider, perfect for small flying areas, now carried by Hobby Club of San Clemente California.

Back Cover: Tony Utlely was shooting sunrise photos at the AMA flying site in Muncie Indiana and caught this stunning image of Lee Atchison's Blaster II.

Canon EOS 40D, ISO 400, 1/8000 sec., f4.0, 190mm

R/C Soaring Digest

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R/C Soaring Digest (*RCSD*) is a reader-written monthly publication for the R/C sailplane enthusiast and has been published since January 1984. It is dedicated to sharing technical and educational information.

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In the Air

RC Soaring Digest is extremely fortunate to have a number of exceptional photographers and this issue is filled with images from several of them. Many readers are familiar with the work of Dave Garwood, Mark Nankivil, Tony Utley, Vincenzo Pedrielli and others, but this month Fred Maier joins the list of *RCSD* photographers with a collection of images from Soar Utah. Additionally, Fred wrote the text coverage of the event. Thank you, Fred!

The photographers are also at least partially responsible for the publication of this issue being a few days later than longtime readers have come to expect. The team of Dave Garwood and Fred Maier sent somewhere in the neighborhood of 60 photos via email over several days time, frequently with more than one version of the same image, while Mark Nankivil sent his World Soaring Masters photos on DVD (more than 1.5GB, nearly 700 images in all). Going through that material and making the "publish/don't publish" decision for each image was time consuming, but we're not complaining! However, we do tend to agonize over those individual decisions after the choices have been made and the article set up, and just before the magazine is put on-line. Hopefully we've done the best editing job possible and have managed to publish the ideal combinations.

Your feedback, either positive or negative, is always welcome, as that is the only way we can improve *RCSD* in the future.

Time to build another sailplane!

InterMountain Silent Flyers

SOAR UTAH 2010

Text by Fred Maier, fmaier@rochester.rr.com

Photos by Fred Maier and Dave Garwood

On Labor day weekend 2010, the InterMountain Silent Flyers club hosted their 7th bi-annual Soar Utah event. This is one the premier events in the country, this year bringing 121 pilots from eleven US states and two Canadian provinces together to share the experience. The event was held mainly at an equally premier site, Point of the Mountain, in Draper Utah which is about 20 miles south of Salt Lake City. Additional flying sites included Grantsville salt flats for aerotow and Francis Peak in Farmington for alpine soaring.

Traveling pilots well prepared to fly. Truck driven to the event from Canada by Sam Cook, Russel Bowman, and Thomas Rauber. [Fred Maier]



Events scheduled included an aerotow in Grantsville, Utah; a scale contest at the Point of the Mountain south flying park; F3F racing and man-on-man racing further out on the point; followed by alpine soaring at Francis Peak. For those not participating in the events, open flying was available.

On Thursday evening the IMSF club held a welcome social and registration at the point of the mountain south tent. Upon arriving, we were greeted with light wind from the North so my travel/flying buddy Michael Gantner and I went over to the Point of the Mountain north flying park to see who was there and if anybody was flying. After saying hello to friends we drove up to the spine of the hill which is about 700 feet above the flight park's parking lot. Even though the wind was light we found the lift to be more than adequate for our combat wings and spent the next couple of hours flying along with some dynamic soaring mixed in.

Friday we woke to better wind from the south than had been predicted, which had many pilots out on the slope early in the morning. By noon the wind had backed off and a lot of people went to the aerotow event. The light wind and lack of planes in the air was a great excuse for me to get out my Xplorer and get some more stick time!



Sailplanes, a tow plane, and pilots on the salt flat at Grantsville, Utah for the aerotow event on Friday, the first day of the event. [Dave Garwood]



A scale (electric) tug tows up a scale sailplane during the aerotow event held at Grantsville, Utah. [Dave Garwood]

The aerotow was well attended and showcased some gorgeous scale gliders and tugs. Flying conditions for this event were perfect. By evening the wind had done its predictable switch to the north so a small group went up to the upper ridge on the north side for more dynamic soaring.

The North side of Point of the Mountain is an ideal spot to dynamic soar due to the very narrow top and steep backside of the hill. Dynamic soaring is where you actually fly on the back side of the slope doing orbits that bring you up past the peak of the slope through the shear layer. The energy gained by repeatedly coming up through this shear layer and continuing your orbits down the back side combine to create incredible speed for the airplane. This fun and addicting segment of slope soaring is extremely popular across the country.

Many of the attendees were anxious to get in some DSing and some got to see it for the first time! Speeds in the 190-220 mph range were recorded on Monday when the wind speeds were better. Mike and I went up and got to fly until dark.

Saturday brought winds from the south at 20-25 gusting to over 30 MPH, excellent conditions for the scale contest! Everything from vintage gliders to war birds were launched while being scrutinized by the judges as the pilots gave a scale flying demonstration. These planes would then be out for us to judge



David Alchin, from Modesto California, "Berlin HFS Helios" Nostalgia Scale winner and Pilot's Choice winner being flown during scale flight judging. [Fred Maier]



Curtiss P-40 Warhawk
“Parrothead” markings built
and flown by Phil Herrington
of Boulder, Colorado from a
Leading Edge Gliders 72-inch
span kit. [Dave Garwood]



North American P-51 Mustang built and flown by Phil Herrington of Boulder, Colorado. Built from a Leading Edge Gliders 72-inch span kit. [Dave Garwood]



A Crossfire on the F3F race course. [Fred Maier]



Start of an F3F race. [Dave Garwood]





A Tanga
on the F3F
race course.
[Fred Maier]



Glasser-Dirks DG-600 flown by Arthur Markiewicz of San Diego, California from Francis Peak Monday. Antelope Island and Great Salt Lake in the background. [Dave Garwood]

multiple classes and for pilots choice before dinner.

A catered Hawaiian barbeque was the highlight of the evening followed by a Chinese auction for some awesome prizes so graciously donated by these fine sponsors: Leading Edge Gliders, North Country Flying Machines, Art Hobby, Marty Hill, Canuck Engineering, Wyoming Wind Works, Skip Miller

Models, L2 Airframes, Peak Electronics, Premier Pilots, Spencer Deputy, and Wid Tolman. Please be sure to patronize our sponsors when you can.

Sunday was another sunny day with 10-12 MPH wind and it became an informal flying day starting on the south side of POTM in the morning and moved to the north side in the afternoon.

On Monday, 25 or more pilots trekked up the windy gravel road to Francis Peak for alpine soaring with usable lift starting about noon and lasting until sunset.

A special thanks goes out to contest director Spencer Deputy, Ted Fraughton, Mike Gibson, Wid Tolman and the rest of the Intermountain Silent Flyers for their hard work and dedication to make this an awesome event.



Stingray. Flown by Thomas Rauber of British Columbia, Canada during scale flight judging. [Fred Maier]



Phil Herrington of Boulder Colorado converted this Lancair from a Great Planes power kit. [Fred Maier]

Francis Peak. Thomas Rauber from British Columbia, Canada flashes by with his F3F Victor at Francis Peak. [Dave Garwood]





Russell Bowman from British Columbia Canada flies his F3F Tomahawk at Francis Peak, the town of Farmington and the and Great Salt Lake below. [Dave Garwood]



Fred Maier

Dave Garwood

Soar Utah 2010 Photographers



Photo by Arthur Markiewicz

RESOURCES:

Soar Utah 2010 - official website
<<http://www.soarutah.org>>

Soar Utah 2010 on RC Groups
<<http://www.rcgroups.com/forums/showthread.php?t=1183248&highlight=soar+utah+2010>>

Scale Event Winners

Nostalgia Scale Sailplane (pre 1965)

1. David Alchin, Modesto CA, Berlin HFS Helios
2. Lee Chaplin, Draper UT, Hall Cherokee
3. Lee Chaplin, Draper UT, DSK BJ-1 Duster

Modern Scale Sailplane (post 1965)

1. Larry Bennington, Eden UT, Glasser-Dirks DG-800S
2. Arthur Markiewicz, San Diego CA, Glasser-Dirks DG-600
3. (no third entry)

Power Scale Sailplane

1. Phil Herrington, Boulder CO, Lockheed P-38 Lightning
2. Cory Dennert, Idaho Falls, ID, Curtiss P-40 Warhawk
3. Phil Herrington, Boulder CO, North American P-51 Mustang

F3F Race Winners

1. Nick Stong - Boulder, Colorado
2. Dan Heaton - Salt Lake City, Utah
3. Ron Mendel - Salt Lake City, Utah

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Marty Hill <prplgoat@yahoo.com>

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Wyoming Wind Works
<<http://www.wyowindworks.com>>



WORLD SOARING MASTERS

AMA INTERNATIONAL AEROMODELING CENTER
MUNCIE INDIANA SEPTEMBER 24-26 2010





A photo album



by Mark Nankivil









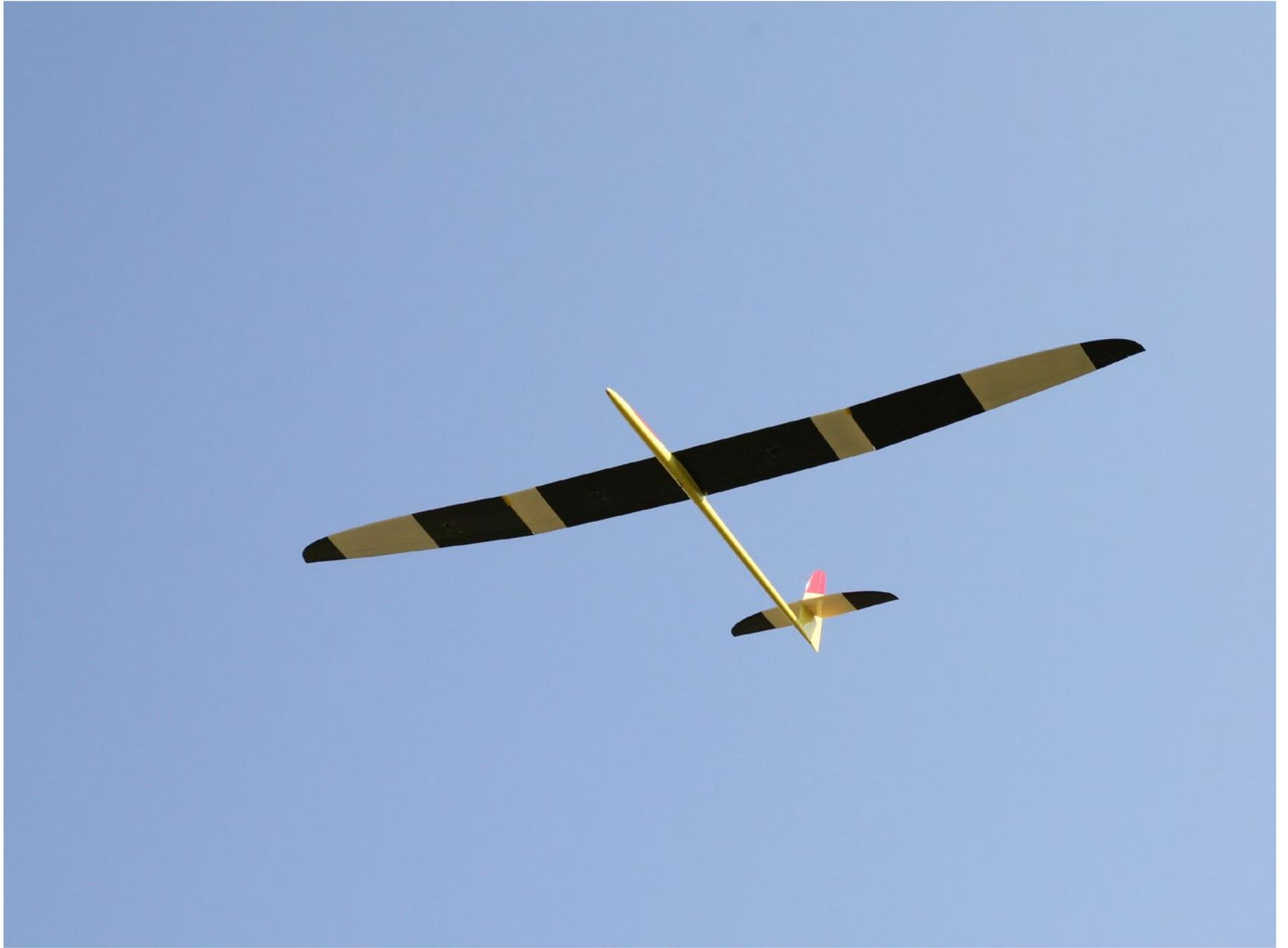












































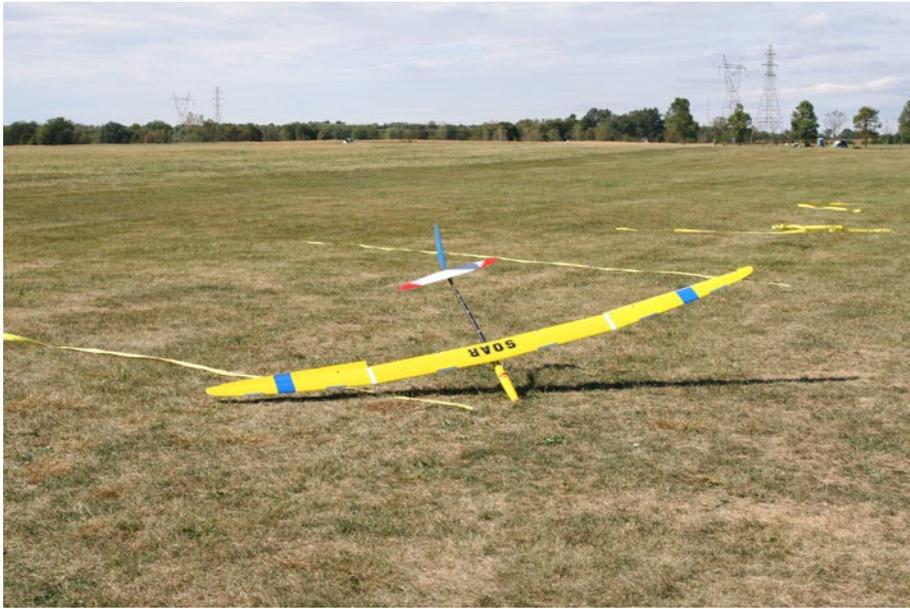
















2010 LSF World Soaring Masters
Sept 24 - 26
WSM Preliminary Rounds

Tom Kallevang - ED
 Mark Nankivil - CD
 Jim McCarthy - Registrar

Scoring - John Lindsay
 Impound - Marna Jeffery

Total # Drop Rounds = 1

81

RESULTS

Place	Contestant												Total Drop	Total
		Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8	Round 9	Round 10	Round 11		
1	Richard Burnoski	504	996	1,000	1,000	997	1,000	997	1,000	1,000	1,000	997	504	9,987
2	Thomas Cooke	1,000	994	998	1,000	987	997	1,000	449	1,000	995	1,000	449	9,971
3	Joe Wurts	1,000	793	1,000	998	1,000	1,000	999	1,000	940	1,000	1,000	793	9,937
4	Mike Verzuh	1,000	1,000	993	902	996	999	1,000	1,000	818	1,000	1,000	818	9,890
5	Arend Borst	878	999	999	997	997	995	1,000	997	847	1,000	1,000	847	9,862
6	Jon Padilla	1,000	861	1,000	997	995	1,000	1,000	1,000	858	1,000	1,000	858	9,853
7	Steve Stohr	1,000	946	994	997	995	995	994	996	930	566	999	566	9,846
8	Craig Greening	589	871	1,000	979	1,000	996	993	995	1,000	1,000	1,000	589	9,834
9	Skip Miller	782	1,000	0	1,000	1,000	1,000	995	1,000	995	997	1,000	0	9,769
10	Michael Reagan	809	992	1,000	600	995	1,000	1,000	996	950	994	996	600	9,732
11	Pat Crosby	617	986	991	901	1,000	996	973	994	928	974	987	617	9,730
12	Larry Jolly	784	1,000	994	1,000	1,000	992	997	723	765	995	992	723	9,519
13	Jim Frickey	1,000	709	989	980	941	990	984	982	578	974	965	578	9,514
14	Jeff Pfeifer	821	915	1,000	1,000	1,000	994	692	996	728	1,000	992	692	9,446
15	Blayne Chastain	1,000	1,000	991	999	1,000	1,000	1,000	798	895	723	703	703	9,406
16	Mike Fox	436	1,000	996	999	993	892	995	996	948	494	995	436	9,308
17	Vladimir Gavrylko	0	544	997	898	919	1,000	996	962	990	959	995	0	9,260
18	Jim McCarthy	639	997	1,000	1,000	996	1,000	0	1,000	614	997	994	0	9,237
19	Karl Miller	256	996	997	992	995	1,000	992	999	729	535	971	256	9,206
20	Doug Pike	533	672	997	995	987	722	969	999	861	1,000	999	533	9,201
21	Glauco Lago	565	1,000	999	997	992	797	995	900	891	629	997	565	9,197
22	Ben Clerx	454	1,000	994	506	999	995	998	1,000	858	714	998	454	9,062
23	Gordon Buckland	597	1,000	992	900	348	997	901	997	697	996	974	348	9,051
23	Terry Edmonds	961	673	996	981	1,000	985	546	876	627	977	975	546	9,051
25	Don Cleveland	519	913	1,000	990	990	962	900	994	794	499	960	499	9,022
26	Cody Remington	1,000	1,000	0	996	1,000	999	997	1,000	1,000	15	1,000	0	9,007
27	Steve Meyer	677	996	0	985	991	992	976	945	735	660	997	0	8,954
28	John Diniz	813	876	700	999	1,000	992	644	979	711	836	1,000	644	8,906
29	Jerry Gross	628	928	981	951	990	717	559	995	1,000	726	959	559	8,875

30	Peter Goldsmith	988	791	1,000	0	995	901	999	415	891	779	1,000	0	8,759
31	Chris Lee	757	734	536	1,000	996	695	1,000	996	1,000	234	996	234	8,710
32	Jerry Shape	513	470	987	990	997	796	876	1,000	550	990	991	470	8,690
33	Ronald Mong	0	779	760	897	979	516	991	1,000	706	930	991	0	8,549
34	Marc Gellart	533	995	571	492	996	974	1,000	834	631	1,000	1,000	492	8,534
35	John Luetke	1,000	759	1,000	997	539	0	590	779	826	995	996	0	8,481
36	Steve Siebenaler	843	828	985	984	985	508	963	0	977	419	964	0	8,456
37	Rob Glover	83	808	989	992	779	986	544	896	985	473	994	83	8,446
38	Jack Strother	651	964	979	984	320	990	979	977	603	0	991	0	8,438
39	Kyle Paulson	726	911	693	996	1,000	1,000	471	996	1,000	629	219	219	8,422
40	Chris Corven	297	817	788	972	981	995	475	984	934	541	906	297	8,393
41	Gene Trevino	713	837	994	610	691	874	786	387	913	977	994	387	8,389
42	Ken Bates	595	511	423	1,000	977	979	898	865	1,000	975	583	423	8,383
43	Ron Kukral	728	790	212	981	972	986	987	214	844	877	999	212	8,378
44	Aaron Lewis	271	846	990	995	994	994	0	1,000	886	380	994	0	8,350
45	Henry Bostick	738	780	999	334	994	830	994	796	809	362	992	334	8,294
46	Bob McGowan	0	753	486	1,000	999	0	1,000	1,000	1,000	1,000	999	0	8,237
47	Larry Storie	857	629	333	900	965	971	634	960	802	521	992	333	8,231
48	Jim Monaco	499	1,000	1,000	285	876	1,000	997	343	872	650	989	285	8,226
49	Tom Kallevang	390	605	376	980	994	981	995	980	688	995	432	376	8,040
50	Joe Nave	450	1,000	673	990	277	795	995	956	901	733	413	277	7,906
51	Tom Broeski	412	985	976	436	985	995	554	766	752	1,000	225	225	7,861
52	Peter Baumeler	551	665	291	980	990	987	995	994	1,000	341	0	0	7,794
53	Bruce Davidson	850	293	991	529	985	985	990	892	575	426	438	293	7,661
54	Caroline Goldsmith	540	832	496	900	892	865	295	969	705	538	920	295	7,657
55	Jerry Griffith	481	802	561	976	985	897	433	946	565	982	396	396	7,628
56	Bob Burson	0	991	997	957	34	980	729	496	600	837	992	0	7,613
57	Gordy Stahl	330	999	867	951	991	994	0	237	874	376	987	0	7,606
58	Randy McCleave	946	614	995	149	985	984	0	664	521	870	859	0	7,587
59	Pat McCleave	102	307	1,000	1,000	224	1,000	624	995	778	586	992	102	7,506
60	Dave Cambell	839	586	969	1,000	300	974	991	294	894	293	608	293	7,455
61	Stefano Costantini	390	276	997	87	1,000	989	511	986	732	484	990	87	7,355
62	Robert Robinson	442	622	207	350	830	985	973	400	732	957	991	207	7,282
63	Tom Meeks	749	473	531	887	252	997	1,000	864	686	451	224	224	6,890
64	David Corven	185	704	215	897	44	630	885	615	877	956	901	44	6,865
65	Rick Shelby	513	641	549	1,000	0	987	770	246	360	732	999	0	6,797
66	Jim McNeal	1,000	289	854	897	0	354	683	984	432	294	519	0	6,306
67	Tuan Le	383	361	0	976	437	994	529	996	878	211	345	0	6,110
68	John Lindsay	559	798	647	991	487	0	193	990	669	261	233	0	5,828
69	Scr-Tim Gastinger	522	870	370	421	997	976	821	799	0	0	0	0	5,776

70	Don Richmond	247	504	435	204	550	691	678	707	679	607	218	204	5,316
71	Scr-Jared Stalls	375	684	948	984	974	196	903	191	0	0	0	0	5,255
72	Scr-John Adams	328	187	557	980	985	0	991	989	0	0	0	0	5,017
73	Scr - Cecil Davis	835	509	932	259	502	877	235	0	0	0	0	0	4,149
74	Barry Kennedy	0	457	364	86	368	573	966	0	275	887	0	0	3,976
75	Scr-Jack Wallner	456	648	857	576	0	0	623	747	0	0	0	0	3,907
76	Scr - Jim Thomas	0	801	989	996	991	0	0	0	0	0	0	0	3,777
77	Scr-Enrique Gonzales	0	595	871	476	195	268	187	539	572	0	0	0	3,703
78	Browne Goodwin	130	298	401	181	421	439	421	580	96	289	236	96	3,396
79	Scr-Gary Thrall	809	681	317	409	77	0	0	0	0	0	0	0	2,293
80	Scr - Hogan Nguyen	248	664	0	0	0	0	0	0	0	0	0	0	912
81	Scr - Brian Agnew	185	0	0	0	0	0	0	0	0	0	0	0	185

2010 LSF WORLD SOARING MASTERS
 Sept 24-26
WSM Fly-Off Rounds

Tom Kallevang - ED
 Mark Nankivil - CD
 Jim McCarthy - Registrar

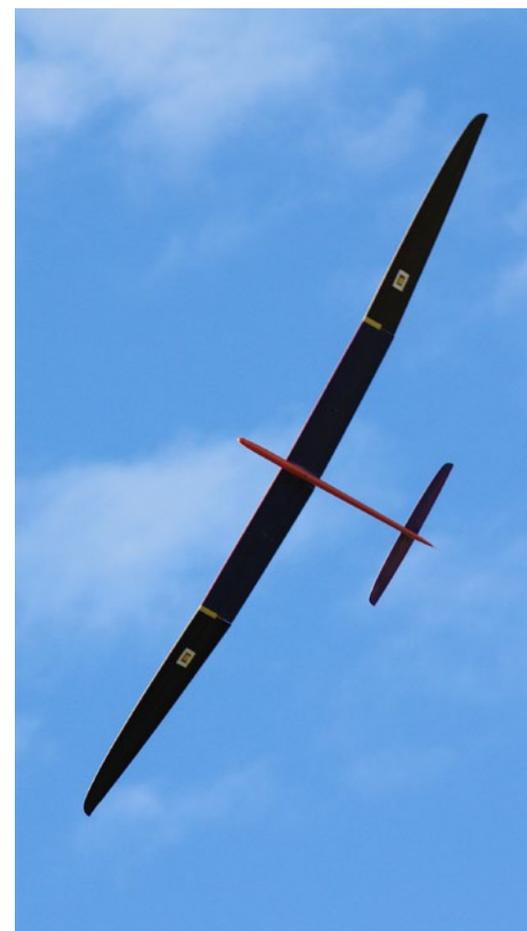
Scoring - John Lindsay
 Impound - Marna Jeffery

Total # Drop Rounds = 0

10

RESULTS

Place	Contestant						Total
		Round 1	Round 2	Round 3	Round 4	Round 5	
1	Joe Wurts	995	1,000	996	999	1,000	4,990
2	Mike Verzuh	990	1,000	999	1,000	997	4,986
3	Thomas Cooke	998	996	996	997	997	4,984
4	Richard Burnoski	1,000	994	990	995	992	4,971
5	Michael Reagan	974	992	994	996	997	4,953
6	Craig Greening	985	1,000	988	972	999	4,944
7	Skip Miller	978	900	991	997	996	4,862
8	Steve Stohr	986	712	994	985	992	4,669
9	Arend Borst	987	647	1,000	996	997	4,627
10	Jon Padilla	987	170	993	996	997	4,143





Italian

Scale Vintage



Glider Meeting



Vincenzo Pedrielli, vincenzopedrielli@gmail.com
<http://www.vincenzopedrielli.it>

The interest for vintage gliders in Italy is growing more and more among the aeromodel crowd. Many people think that modern gliders are looking very much the same, while the vintage sailplanes are so different one to another. To build a scale vintage sailplane is like entering into the mind of the designer. There is quite a lot of work to do. Once decided which glider to build, the first step is to start looking for original drawings or at least a good 3-view drawing. An excellent source of vintage gliders is available in the "Sailplanes" books of Martin Simons, considered by many model builders as the Bible of vintage sailplanes.

So far most of the RC glider meetings included both vintage and modern gliders for slope soaring or aero towing. A model group of Cremona (the famous city of Stradivari), very keen on vintage gliders, decided to organise an aero-tow meeting for scale glider models only. This group named "Gruppo Aeromodelistico Cremonese" counts 33 members with an average age of 45/50 years and is lead by Tullio Facchin, the oldest member of the group (83 year old) and the author of the meeting. The youngest member is Giorgio of only 9 years old and son of the President, Marco Pattoni. On Sunday October 3rd, the first National Scale Vintage Glider Meeting took place in the airfield of Annicco on the outskirts of Cremona, with 30 partici-

pants with their models built in more than one scale. The airfield consisted of two parallel grass runways of 200m by 25m, an area for model flight preparation, and a wide parking area 40m distant from the runways.

Four tow planes were busy the whole day long towing the various models of different sizes — great variety of sailplanes designed in many parts of the world by famous glider designers such as Hans Jakob, Slingsby, Schweizer, Wolf Hirt, George Mueller and others. As expected, almost one third of the scale models were of German design such as Minimoa, Kranich IIB, Weihe, Rhoensperber, Wolf, Goppingen 2 and 4, Fafnir and Bergfalke. Of Polish design the PWS101, SZD Bocian, SZD Mucha Standard and SZD Foka. Two Italian sailplanes were in attendance, the CVV3 Arcore by the Politecnico of Milano and the BS17 Allievo Cantù of Bonomi Silva. A 1:4 scale Maeda 703 designed in Japan by Kennichi Maeda was present at the meeting. A Lil Dogie and a Schweizer SGS1-26E were represented USA designs.

The meeting was not competitive and everybody enjoyed flying in great friendship, The weather was slightly cloudy at the beginning and opened up at mid-day offering excellent thermal conditions. Everybody was satisfied of the day and looking forward to the next meeting next year.



The Goppingen 1 Wolf owned by Massimo Arrigoni



Carlo Cobianchi's PWS 101, air brakes deployed, turns toward the runway

List of participants:

Goffredo De Angelis (TO): Minimoa 5 m.
Pier Franco Castagno (TO) :
Rhonsperber 5,7 m

Massimo Arrigoni (BG) : Goppingen 1
Wolf

Carlo Cobianchi (MI) : PWS 101 and
Kranich II

Luigi Crugnola (MI) : Kirby Kite scale 1/4

Alberto Rastelli (BG) : Goppingen 4

Ovidio Pellegrinelli (BG) : Bergfalke II 55

Leonello Zubboli (BG) : Maeda and Kirby
Petrel

Kevin Polenghi (CR) : Slingsby Skylark 2

Tullio Facchini (CR) : Minimoa scale 1:4

Max Sacchi (MI) : Kranich and
Goppingen 2

Fabrizio Pogliacomini (CR) : Schweizer
SGS 1-26E

Egidio Sala (MI) : SZD Bocian

Carlo Panceri (MI) : Lil Dogie and CVV3
Arcore

Giorgio Pattoni (CR) : Minimoa and SZD
Foka 4

Marco Pattoni (CR) : Moswey 3 scale 1:3

Carlo A. Zorzoli (PV) : BS 17 Allievo
Cantù scale 1:5

Pietro Castelvecchio (CR) : Fafnir and
Weihe

Ruggero Mori (PR) : SZD Mucha
Standard

Andrea Tenneriello (SP) : Minimoa scale
1:3

Fabio Zema (MI) Tow pilot : Pilatus Porter
100 cc

Fiorello Goletto (BG) Tow pilot :
Patchwork 50 cc

Roberto Mirri (CR) Tow pilot : Patchwork
45 cc

Simone Ungari (CR) Tow pilot : BigLift 50
cc and Bullit 110 cc



Above: Carlo's
BS 17 Allievo Cantù
in flight.

Below: Carlo Zorzoli, with Giorgio Pattoni, holding his
1:5 scale BS 17 Allievo Cantù





Egidio Sala's SZD Bocian



Above: Max Sacchi's Goppingen 2

Below: Alberto Rastelli's Goppingen 4





Fabio Zema and his Pilatus Porter ready to tow Carlo Panceri's Lil Dogie shown in near profile at left.



Carlo Panceri's CVV3 Arcore



Carlo Cobiانchi's well detailed Kranich II



Above: (L) On tow, one of several Minimoa models brought to the event. (R) Carlo Cobiانchi's Kranich II

Below: (L) The PWS 101 owned by Carlo Cobiانchi, (R) Fabrizio Pogliacomì's Schweizer SGS 1-26E





Leonello Zubboli's beautiful Maeda



Carlo Panceri 's Lil Dogie (red fuselage) and CVV3 Arcore (I-DICI) and Egidio Sala's SZD Bocian in the foreground.



Pietro Castelvechio's Weihe on tow behind Fabio Zema's Pilatus Porter



Kuranda gliding

Andrew von Berky
vonberky@optusnet.com.au

Up in the mouldy recesses of Far North Queensland, Australia, where sugar goes so soggy you can invert the bowl and it doesn't fall out, reside two amazing old codgers with enduring active RC glider interest! This is a story about meeting up with two youthful geriatric slope nuts for a flying expedition on the Atherton Tablelands.

I've just returned from a holiday staying with friends at Speewah, near Kuranda. Getting there is a family road trip, 20 hours each way, over the school holidays. This time my darling wife endorsed the "taking of gliders." It didn't look good when I found my transmitter was in a coma the morning we left. I managed to copy the models onto my spare transmitter after a short but furious battle with the MPX data cable and with

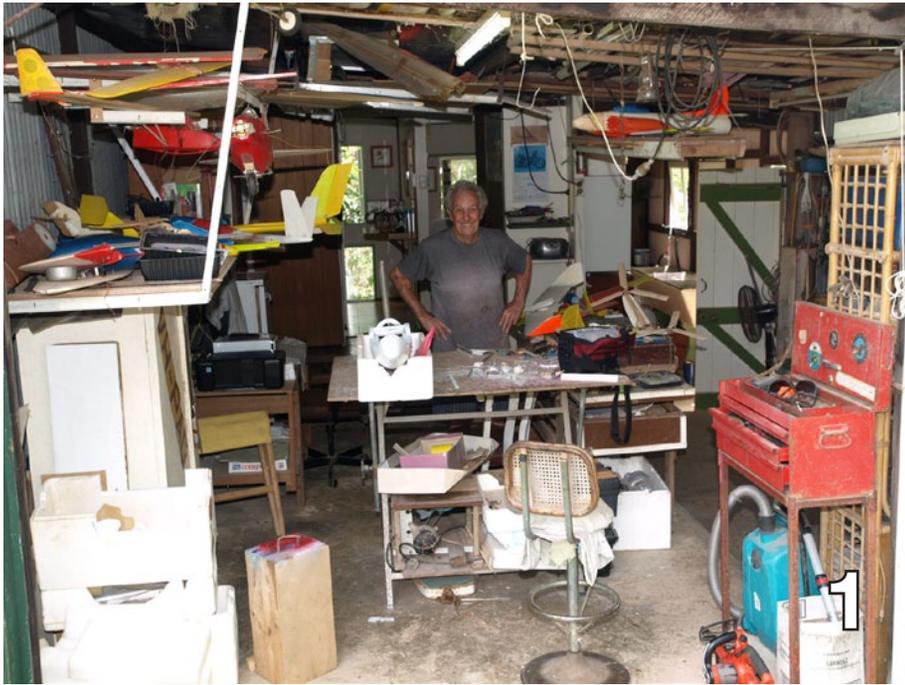
minutes to spare I packed my SC2 and SC2-DS homebuilts and a bit of gear, hoping that a flying opportunity might arise somewhere.

Twenty five years ago as just-married young veterinarians a year out of Uni, we ran the Kuranda Vet Clinic while the owner went overseas. That was when Kuranda was a quiet village, before mass tourism and it was a great time for us. One day a guy called Carel Berendes (pronounced Karl) came in and we got talking. He was a bike mechanic and I was starting to race enduros, but he mentioned that he flew RC gliders and my ears pricked up. Next thing he was driving me down to Cairns in his old Suzuki 4WD then up "Red Hill" where I was captivated by Carel flying two big balsa gliders and landing them perfectly.

The seed of interest was planted and two years later, while waiting for our first daughter to be born, I built an Aries glider which suffered much at my hands. In the many intervening years my intense phases of sailboarding and cycle racing were punctuated by awkward periods of klutzy glider building, crashing and repairing... until I got a foamy and managed to stay in the air long enough, paving the way for my glider madness to blossom to its present unrestrained crescendo.

Opposite page: (1) A shed full of artistry and craftsmanship. (2) Carel with twin rotor autogyro. (3) Bitza 'wing. (4) Aerobat on the bench.





Back to the holiday. I mentioned my gliders to a local and he said “You should meet Carel! He’s nuts about gliders. He’s even putting little video cameras on them!” Was this the same Carel? It was! I couldn’t believe it! I could remember Carel’s glider trip from 1985 like it was yesterday. Red Hill had been surrounded by homes and closed to flying, but Carel’s passion was still firing! It didn’t take me long to find a phone and call him up... and to drive straight over to his house for a visit!

As I arrived at his bush retreat Carel emerged from a shed bristling with dusty planes. We got talking - he took some prompting to remember me - then recalled our expedition with glee. I was struck by his quick mind and sharp wit. This guy was an amazing 85 year old! I told him so and he made it clear that he flatly refuses to accept the onset of old age!

His shed was like many others, with old planes jammed into corners, some suspended to the rafters, and others on the bench amongst many tools and bits of gear. Like most of us, Carel buys cheap Hobby King lipos and servos and

Opposite page: (1) Carel, standing proud in his shed. (2) Single pylon autogyro. (3) T-33 on the bench. (4) Carel holding his MiG-15 experimental ducted fan.

tiny new video cams, but apart from a T33 ducted fan jet made from a Kyosho kit, you can’t see a kit plane or an RTF anywhere! Everything is made from scratch. This was a true aeromodeller, full of vision, craft and fiddly tricks. There were scaleys and slopetrash, a flying wing with upswept tips and a pusher prop powered by a CD drive motor and many others, each with its own story of concept, build, modifications and numerous repairs. Various planes were “bitzas,” morphed from bits of two or three broken predecessors and they all flew. I was aware that to a layman these daggy looking toys would be boring but to me they, and Carel’s interest in them, were amazing.

We spent an hour in the shed; a micro-snap of thousands of hours of obsession. I loved it. He showed me a twin rotor autogyro self-designed after reading an Ezone article (two degrees -ve incidence and a Clark Y ’foil. A bigger single pylon autogyro had been put aside - “very tricky” - old planes using motors taken from CD drives and slot cars, and huge composite parts made using the lost foam technique. We discussed our very different build methods and everything from glue to radios. His tranny is a very old MPX Royal with a bulky home made tray and shoulder straps. He loved the feel of my Cockpit SX!

Eighty-five years be damned... I could have been talking to any of you guys!

Carel was a kindred spirit and I was at home. Carel’s PC is also in the shed and he showed me some of his favourite downloaded videos, his favourite being a couple of guys flying huge Minimoas, like one he built.

Carel and Joyce have had rich lives of much experience. She was a professional theater actor and Carel sometimes made and painted sets for her troupe, and now she is an author with three books to her name and more on the way. These are people with energy, but money has never been their god. A highly respected motorbike mechanic and racer, he owned a bike shop in Zillmere when I was at school. Fixing fussy bikes for fussy owners all week; then riding to the bottom of Australia to race on the road and the dirt was great for a time, but one day in the height of their different careers Joyce leant out of the top window and called to him “We could sell up and go around Australia...?” He took a moment to think and yelled back “DONE,” and the decision was made. They travelled and worked around the country for years. Carel had been flying diesel RC planes using an OS Pixie set but it was while they were living in Darwin that Carel first saw the newer radios in action with the local club. Joyce travelled to the US with the theatre and brought him back one of the first Kraft radio sets.

Carel’s scale interest is no doubt fuelled by his many experiences flying full size

gliders. He has flown many of the famous birds and after settling in Speewah, was active flying and instructing in the Mareeba gliding club for many years, both winching and aerotowing.

We parted with plans to make a trip to his "local" slope, about 1 1/4 hrs away on the Atherton Tablelands and after about three days of rainy weather, the call came "we're going tomorrow!" So the next morning four of us met at the Speewah shop.

In addition to Brian, his regular flying buddy, Carel had also invited Bob Madden as a spectator bringing a new HD videocam to record some of the gliding experience. Bob is a communications technician who has "retired" to the Kuranda area where he fixes everyone's TV systems. He works hard to keep up to date with the latest digital TV gear. An ex-Topfield fan, he's now a BeyondWiz digital recording convert and delighted in showing me his amazing setup at home!

We organized a sizeable quantity of glider body parts into two cars, allowing a small amount of room for ourselves. I tried to look calm as the little van shot around the bends while we chatted constantly. The image of slow old drivers didn't quite fit with Carel. When he muttered his frustrations at a slow-ish car and I said "no hurry" he retorted "Of course I'm in a hurry - I only have a couple of years left!" It was amazing to

be with him as he pointed to hills and we swapped stories about the many sites we'd tried with high hopes that had been flops... wind splitting around hills, bad lift and many other failures. He was just like me.

After climbing gradually and emerged from dry Mareeba into the suddenly green Tablelands we pulled up in iconic Yungaburra for coffee - part of the ritual for Carel and Brian. No fussy food requirements for these old timers as they ordered enormous wedges of filthy rich chocolate mud cake! Carel's daily dietetic routine includes a stiff whisky at sunset and a good red wine at dinner!

I asked each how they'd got into RC gliders and the stories that came out were gold. Brian related how as a youngster doing free-flight in the UK, early adopters were dabbling in RC planes, but the results weren't inspiring! The primitive radio gear was referred to as "bang bang" because the only control was full throw rudder. A rubber band was wound up to preload an escapement so each time the button was pressed it rotated 1/4 turn, giving sequential control changes left - centre- right - centre - left. So if you were at centre and had just used left, you had to go through right and centre before you got left! We laughed aloud as he described these lumbering dinosaurs full of valves and big batteries, and their owners doing preflight preparations taking an hour or

so, then when they finally opened up the motor for takeoff they'd either: A) fail to get airborne and crash into the cars at the far end, or, B) climb slowly into a gentle wingover and crash resoundingly, or C) fly away unresponsive as the owner fiddled with the radio ineffectively then leapt into a car to follow it. Rarely did the planes fly and return to the field. Later in wild Wewak, PNG, his game of golf was abandoned when he saw a guy fly a plane that flew out to sea and returned to its owner. It crashed into the cathedral but Brian was hot on the heels of the owner to check out the barely damaged plane, and was incredulous at finding that the controls could be moved a little bit or a lot! The advent of proportional control. He's never stopped mucking around with RC planes since (or playing golf either!).

We twisted along roads between verdant dairy farms, rolling ridges, climbing higher and higher to the east where low cloud grey-muddied the sky; stopped for dairy cows crossing the road and finally at tiny Butchers Creek school we turned past a redundant bamboo plantation, and up to the crest of the hill. Light drizzle spattered as we unloaded the planes

The SC2 with hills and mountains in the background.





and wasted no time assembling the first culprits; Carel's V-tail slope beater made from Elf wings and a home made fuse and tail, Brian a two metre beauty and I was glad I had my home built SC2 so I didn't feel out of place!

The site is a huge deep curved bowl - part of the rim of an old volcano crater. Parking beside the road you have to jump a fence to get in, and there's a nice flat between the fence and the lip so landing is a breeze. The perfectly circular lip plunges steeply down to a swampy basin below. No trees; no obstructions at all, so I launched into nice lift and the SC2 was soon flashing around. The wind was a bit south of ideal so the lift wasn't perfect,



Left above: Motley crew ready to go.

Left: Carel's van packed.

but I relished the sensation of flying with locals on a spectacular site in front of some of the best scenery I know.

Directly in front of you on the horizon is the highest point in Queensland, Mt Bartle Frere at 1620m and cloaked in the densest tropical rainforest. To the left is Bellenden Ker, only a few metres lower. The enormous coastal range with southeasterly seabreezes most of the year generates huge rainfall. On the coastal side, Tully has deluges totalling over 4 metres (and up to 8) of rain a year. Here at Topaz on the eastern average there are only 70 or so dry days a year! The flying season for these poor slope addicts is winter and even so they are



Right above: Brian assembling DG600

Right: Bob and Carel and Unique



This page and opposite: The author flying at Topaz.



regularly rained out on their expeditions. But this last winter has been unusually warm and wet - basically a write-off. So a bit of drizzle on our trip was no big deal! We had lift!

We all flew all of our planes. Brian put together his huge 4.2m span Jantar and the DG600. Both are made from sanded shaped white foam with a skin of glass... no hot wire cutting or vac bagging much to my surprise! Carel flew heaps, pranged his "Brequet Fouvette" V-tail due to radio interference, and finished the day by flying his "Unique," a bitza designed to look like a vintage glider. It's his camera plane too; it looks beautiful in the air and lands like a feather. Being a DS addict I prowled back and forth trying every possibility without success, although I got a bit of effect behind the patch of forest at the south end.

All afternoon we enjoyed the routine of fiddling with, launching, admiring and discussing our planes and gear, as is the wont of all RC glider flyers. Crawling through the fence, sheltering out of drizzle at times and just enjoying being there. At times we stood around the cars together having a chuckle and each of us spent long periods on the edge of this beautiful hill, staring into the sky at a plane whose beauty and grace seemed to enhance the natural glory. Bob couldn't stop saying how beautiful and peaceful the gliders were. I congratulated him on his patience - hanging out with

a bunch of slopenuts is no fun when you're not a flyer - but if he was bored he didn't show it, and I'm looking forward to seeing his video.

Finally it was time to pack up. A drawn out process as conversations pleasantly interrupted the flow. Carel said "OK, I'm going now!" many times as we tried to outdo each other's stories... firstly the tales of the incredible "saves" and then those of the most terrible destruction!

At the end of the trip home I was tired, but filled with admiration for the tenacity and spirit of these old guys. I don't know whether a perennial passion for RC gliding could be a secret for longevity, but Carel and Brian provide evidence for the affirmative. I only hope that at 85 like Carel I am of such sharp mind, independent and active, and I'm still flying and fixing!

Just a few days later after a magic swim at Lake Eacham (a must-do) I twisted the family's arms and we drove 15 minutes back to the Topaz hill. Despite isolated patches of torrential rain from storms grumbling over the tablelands, the hill was in brilliant sunshine and the lift was superb. The kids wandered around the slope, dairy cows milled around the van, and my son Nick even agreed to have his first proper flight with a composite glider and he loved it. What a way to finish off my Tablelands flying!

So if you're travelling to Far North Queensland and keen for a fly, don't

hesitate to contact Carel and Brian and see if they're around. They've both asked me to publish their email addresses:

Carel Berendes - cberen@cairns.net.au

Brian Norris - brianornorris@live.com.au

P.S. While in the area I also flew my SC2 at two other spots.

Rex Lookout on the Cook Highway, right on the edge of the coast between Cairns and Port Douglas is a popular lookout and hang glider launch. The lift is excellent and it's not a bad landing spot.

"The Peak" at Whitfield is a hilltop housing estate off Park Ridge Dve. There's a large grassy flat behind the lip and strong lift, although it was quite turbulent the day I was there.

This is dairy country.



JOMAC AEROTOWING

There's nothing subtle about aerotow launches at the Johannesburg Model Aircraft Club. Stuart Zintl's tug takes even the largest gliders from take-off to release height in about twenty-five seconds. Smaller gliders take less time. It may not be the most scale-like process but it is a joy to see.

About three years ago Howard Callaghan, Adrian Gray and Ken Kearns were thinking about way to launch large, scale gliders. Up until then they used a winch. This was awkward to set up and operate. And on one expedition to collect the parachute, Ken was lucky enough to see a large Cape Cobra. (It's not clear if the cobra saw him because he beat a hasty retreat.) They had to have a better system so why not aerotow?

Their first tug was a modified Ultra Stick with a 30cc OS four-stroke engine. This gave long stately launches but was not really robust enough for the rough and tumble of the flying field.



This is the original Ultra Stick tug.



Stuart Zintl's mighty Stinger.



Adrian Gray working on the engine of the Ultra Stick tug.



Ken Kerns ASW-20



Close-up of the cockpit of Ken's two seat aerobatic Fox



Adrian Gray with his 1:3,5 scale Skylark 4. The full size aircraft was one of the most elegant sailplanes of its day. The model is just as good.



Howard Callaghan with his Speed Astir

Stuart Zintl then offered his Stinger as a tug. Powered by a DLE petrol engine of 110 cc capacity, it is simple, robust and very powerful. The perfect tug.

The cobra has not been seen since.

There are some YouTube video clips available for viewing:

JOMAC aerotow 19 Sept 2010:
<<http://www.youtube.com/watch?v=kFodc8cetpg>>

Aerotow at JOMAC 15 Aug 2010:
<<http://www.youtube.com/watch?v=Qq68C44q67M>>

Stuart's super tug:
<<http://www.youtube.com/watch?v=64q-dOyzLIY>>

And you can always go to YouTube and search for "aerotow jomac."



Mini TopSky

1.0m wingspan HLG

This little gem was designed by modelers and is manufactured using SolidWorks and CNC technology.

Designed around the well proven series of airfoils from Dr. Drela, it will penetrate into strong breezes like a champ and will ride the strongest lift conditions like any other much larger glider.

The wing is made out of blue foam, cut on a CNC machine for perfect surfaces. Covered with fiberglass, unidirectional carbon fiber reinforced on the leading edge and main spar and vacuum bagged for the smoothest finishing possible.

A molded fiberglass fuselage pod and carbon tapered tailboom makes for a strong but lightweight body. The fuselage pod comes in different bright colors.

Laser cut balsa wood tail feathers are the perfect match for the rest of the model.

Manufactured by: TopSoaring

Imported by: Hobby Club

P. O. Box 6004

San Clemente, CA 92674

<http://www.hobbyclub.com>



Technical Data:

Wingspan: 1000mm (39.3 in.)

Wing airfoil: AG03

AUW: 135g (4.5 oz)

Length: 720mm (28.3 in.)

Wing area: 12dm² (186 sq.in.)

Wing loading: 11.25g/dm² (3.4 oz/sq.ft.)

Functions: Rudder & Elevator



