



Radio Controlled
Soaring Digest

May 2018

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Front cover: A PSS Lockheed U-2 by Andy Meade is seen here prowling the clear skies over Cheshire, UK. This impressive model is of all built-up construction and finished with 'glass. It spans 108" and has a flying weight of 10 lbs. An additional photo of this model can be seen on page 4 of this issue. Photo by Phil Cooke – PSSA <<http://www.pssaonline.co.uk>>. Canon EOS 7D, ISO 250, 1/1600 sec., f6.3, 360mm

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**Aerotow candidate
Gothaer Waggonfabrik Gotha Go 242** **35**
A rather unique troop glider design which was used extensively in WWII. Roughly the same size as the Waco CG-4A but with greater capacity and better performance.

Back cover: "Supra and Rocks," a photo by Adam Fisher. Nikon D200, ISO 320, 1/1600 sec., f6.3, 100mm

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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. All material contributed must be original and not infringe upon the copyrights of others. It is the policy of *RCSD* to provide accurate information. Please let us know of any error that significantly affects the meaning of a story. Because we encourage new ideas, the content of each article is the opinion of the author and may not necessarily reflect those of *RCSD*. We encourage anyone who wishes to obtain additional information to contact the author.

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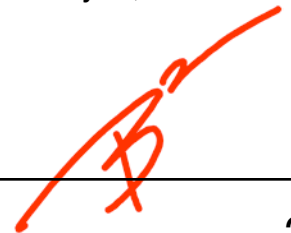
In the Air

As a reader-written publication, *RC Soaring Digest* is dependent for its content upon its readers. With an international reader base, *RCSD* is able to publish materials from around the world, whether it be aerodynamics, equipment and tools, software, sailplane and glider design ideas, construction articles, event coverage, photographs... Anything and everything related to RC soaring. Yes, we are always looking for submissions!

In addition to submissions, we are always delighted to receive feedback from readers regarding anything they read or see in any edition. For example, we would like to know the reception the various PSS Candidate and Aerotow Candidate installments are receiving. Is this series having an influence on your possible future projects? Are there any aircraft you would like to see in a future column?

Long-time readers will remember the humble beginnings of *RCSD* back in 1984 under the direction of Jim Gray, *RCSD* during the 1990 to 2004 period when the magazine was edited and published by Jerry and Judy Slates, and the transition to electronically distributed PDFs with the resulting end of paid subscriptions. As of this edition, we've been Managing Editors and Publishers of *RCSD* for 14 years and are beginning a search for either an individual or group to begin the transition to a new publishing team. Please let us know if becoming more intimately involved in the publication of *RCSD* is of interest to you, with our sincere thanks in advance.

Time to build another sailplane!





A PSS Lockheed U-2 by Andy Meade is seen here prowling the clear skies over Cheshire, UK. This impressive model is of all built-up construction and finished with 'glass. It spans 108" and has a flying weight of 10 lbs. Photo by Phil Cooke – PSSA <<http://www.pssaonline.co.uk>>.

Canon EOS 7D & Canon 100-400L IS, ISO 250, 1/1600 sec., f6.3, 360mm





Text by Steve Meusel
Photos by Doug Ross, Darren Semple
and Nic Steffen

How embarrassing would that be!! We were looking at not being able to fly our 10th anniversary aerobatics competition because there would be too much wind??!! Too much wind!!! Are we slope soarers or what?? How can there be too much wind!!

The reality of it was, however, that our coastline was being punished by gale force strength south easterly winds from the Thursday and Friday and was set to hold that strength all the way through to and including the Monday.

Apparently we had all spoken to the “wind gods” and we were getting it in spades. Besides that, these conditions would make it all but impossible to fly any semblance of a recognisable manoeuvre, our already difficult landing conditions would now be beyond treacherous and would undoubtedly be littered with broken composite aeroplanes by the end of the first round. A sacrifice no organising committee would have the right to ask of the competitors.

Nonetheless, we would meet up on the slope first thing on the Saturday morning if only to see our friends, many of them not seen for the past year and some of them, not for a few years. The 10th anniversary had enticed our greatest gathering of slope aerobatic pilots to date (with the obvious exception of our late friend, Michel Leuch).

Work and family commitments may keep many of our members away from the slopes for most of the year, but they never falter when the club needs their support. As it is also with our family TOSS members from Durban, Dave, Russel and Lance, their support always energising our enthusiasm and to add to the special occasion, our



Early morning at Red Hill slope, home of the Two Ocean Slope Soarers, Simons Town Harbour in the background.

Canadian brother Marvin, who left our shores some four years ago, made a huge effort to be with us, too.

Arriving on the slope that Saturday morning, all were absolutely amazed to be met by perfect conditions; the gale force winds had backed down to leave us with smooth, energetic lift tailor-made for this event. Deciding that this situation

should not be abused, all were chased from the car park down to the front flying spot and even the official greet by the chairman was put on hold till later in the morning.

With seventeen pilots taking part in three different classes and some of them in more than one class, the organisers realised proceedings had to get under

way and thanks to that, the first round of Open, Scale and Expert Class was completed just as the wind started to swing to the dreaded southerly at 2:30pm. After 30 minutes of watching the yachts in the bay swing between south and south east, it was decided that the Expert Class pilots would be experienced



Event t-shirt designed by Kevin Farr.

enough to handle the testing conditions and a second round for that class was successfully achieved.

The Saturday evening has always been the official event social and as if to match the prestige of the 10th anniversary, with the majority of the pilots in attendance, accompanied by family and friends, we were rewarded with our biggest gathering yet. Way too much good food, almost too much booze (almost) and barrel loads of laughter created an evening full of memories not ever to be forgotten.

Sunday morning dawned with equally perfect conditions that would stay with us till the end of the day. This allowed us to not only fly another round making it two for Open and Scale and a third for the Expert class, but to also complete the 10th anniversary with the “Dave Greer Half Pipe Routine,” a schedule



Setting up one of the landing mats.



Welcome and pilots briefing from Chairman Steve Meusel.



Russel Conradt launching his Swift.

very special for those that have been with this event since the beginning as it was flown with the inaugural competition.

With all being extremely satisfied with probably the most successful competition to date for TOSS, we headed down to Dixies Restaurant & Pub for the prize giving.

We had already seen the strikingly gorgeous 10th anniversary logo on the event t-shirt, designed by our guru Kevin Farr, this had now been cut out of 2mm stainless steel plate by Ryan Matchett to create undoubtedly the most desirable trophy yet. Certificates with the matching logo were also handed out to everyone who participated in the event.

A few special commendations go to our Chief Judge, Andrew Anderson, who has been offering his expertise for all ten events and also to one of our biggest supporters, Dave Greer all the way from Durban, being the only pilot to have entered all ten competitions.



Dave gaining height in the bowl.



Christo's stunning Foka 4 up close and ready for launch.





Swift over the harbour.

The fact that our 10th anniversary turned out to be our most successful event was not only due to the gale force winds that miraculously recalibrated themselves to perfect aerobatic conditions, but most especially to the people of the event....

Jeff Steffen, Contest Director who always insures that we get the most out of the conditions

Dave Semple, Score Keeper, admin and prize giving

Sharon Semple, running score sheets and making sure everyone is fed

Bill Dewey, the "Big Boss" up front, keeping things safe and running smoothly

Doug Ross, Darren Semple and Nic Steffen as photographers, making sure the memories last forever

Andrew Anderson, Stuart Nix and Bob Skinner, our judges giving selflessly of their time and expertise

Our sponsors: AMT Cape Town, Noel Cochius of Proficient Packaging, Kevin Farr of FVDV Design, Ryan Matchett of Ryan Matchett Design House, and Dave & Sharon Semple.

Finally, all our pilots from near, far and very far away. Every one of these people were required to make this our proudest moment yet!



Right: Hold on to your sombreros, it's windy on the frontline!

Below: Almost home.





Noel Cochius' Swift gets airborne.

Opposite page

Upper: Orderly que to the flight line.

Main: Dave Greer's Swift just below a passing cloud.





Lance with pride and joy.



Marvin Belanger all the way from Canada with his Rotmilan, accompanied by Hans van Kamp.



Gus Thomas sporting a custom paint job on his Voltij.



Russel and his Swift.



Malcolm landing his Toucan II.



Double launch of Russel and Dave's Swifts.



Russel fully loaded up for the competition.



Dave assembling his Swift.



Malcolm Riley and Rudi King calling for Ryan Matchett and Hans van Kamp, Expert Class.



Sunday morning prep in the car park, Malcolm assembling his Toucan II.



Proving you can fly anything at the Aerobatics competition, Schalk with his foamy Mustang.



Malcolm all smiles.



Rudi with his back up plane, a super Toucan.



Peter with his F3F powerhouse.



Ryan's Vector III on landing approach.





*Above: Cristo's Fusion in the landing bowl.
Opposite: Russel's Swift on landing approach.*



And then you just flip inverted.....



Expert and Scale Class champion Christo le Roux with his Fusion.



Marc Wolff's Primarius with spoilers extended.

10TH
AEROBATICS EVENT
 TWO OCEANS SLOPE SOARERS
 2018



The 10th Anniversary Aerobatic trophies.



Expert Class - 1st place Christo le Roux, 2nd place Louis Genade, 3rd place Marc Wolff.



Above left: Open Class – 1st place Lance Cranmer, 2nd place Gus Thomas and 3rd place Charlie Blakemore.

Above: Scale Class – 1st place Christo le Roux, 2nd place Marc Wolff and 3rd place Steve Meusel.



Left: Competition support team left to right – Jeff Steffen, Bob Skinner, Andrew Anderson, Stuart Nix, Dave Semple, Bill Dewey.

Expert Class		Total Score	
Pilot No.	Pilot	Total Score	Normalised Score
17	Christo le Roux	9559	100
22	Louis Genade	9251	96.78
18	Marc Wolffe	8490	88.82
13	Rudi King	6211	64.98
21	Malcolm Riley	6160	64.44
15	Noel Cochius	5734	59.99
14	Hans van Kamp	5623	58.82
6	Ryan Matchett	5533	57.88
5	Russell Conradt	4865	50.89

Open Class		Total Score	
Pilot No.	Pilot	Total Score	Normalised Score
7	Lance Cranmer	3220	100
1	Gus Thomas	2954	91.74
16	Charlie Blakemore	2911	90.40
3	Peter Beretta	2057	63.88
19	Marvin Belinger	1825	56.66
11	Schalk Human	1665	51.71

Scale Class		Total Score	
Pilot No.	Pilot	Total Score	Normalised Score
17	Christo le Roux	4463	100
18	Marc Wolffe	4320	96.80
12	Steve Meusel	3756	84.16
16	Charlie Blakemore	3457	77.46
2	Dave Greer	3232	72.41
5	Russell Conradt	2906	65.11
15	Noel Cochius	1463	32.78



Milang F5J / F3J Competition 2018

Kevin "Rowdy" Botherway, rowdy01.kb@gmail.com

What an awesome trip for the Kiwis.

We had six of us booked to go - Len and Leslie Drabble, Peter and Helen Williams, Joe Wurts and Kevin Botherway. After a few plane delays and heavy hailstorm for Joe and Kev, we all got to Adelaide and were greeted by a couple of real nice Aussies, Andrew Myer and Mark Stone.

Andrew and Mark dropped us at the rental car terminal, then it was off for a small sightseeing trip of some of the many blue gum trees in Aussie and we arrived at the Milang field about 1½ hours out of Adelaide.

We assembled most of our planes and had a few small flights including a small handlaunch competition with Maxas between Kev and Joe, of course Joe being the winner and getting away a few more times. The air was awesome.

We had accommodation at an Air Bnb in Goolwa very close to the sea, so it made it nice cool nights especially the next two days being around 38 degrees and a lot more than that on the field.

We were at the field the next day for a full day of flying, practicing and setting up ready for the F5J competition starting the next morning. The two laddies with us organised a meal out at a local restaurant, the "Whistle Stop," and we meet with a few Aussie Pilots and their better halves for the evening.

The next day F5J started after a pilot briefing and it was a usual great setup by the Aussies. with the rounds moving along at a good pace. All pilots had a draw style for a caller at a different

lane every round which was awesome as you got to meet most people on the airfield and work with them either timing or flying.

We managed quite a few rounds (eight) with Joe achieving a good dropper in round two when he inadvertently turned off his motor after launching (too much handlanch on the same switch). Then Len and Pete got their droppers in round 2 and 4. Pete had a servo fail on his flaps and Len landed too far away.

That night we went with all the contestants and partners to a local pub for a meal and beers. NZ team were looking in good shape with interim results all near the top.

The next morning was light air conditions so Joe and Kev opted to fly their new models, the Plus. Kevin got his dropper first thing as his model appeared to have a complete power failure after 20 seconds on climb out and went straight in.

We continued on with great rounds had by all coming out with Joe 1st, Kev 2nd Len 12th and Pete 15th. Great result for a total of 32 competitors.

We finished at around lunchtime with the setup for F3J straight after and almost ready to go when the good old wind started to blow too hard the wrong way!

It was unfortunate as we only got two rounds away before a great barbecue and prizegiving for F5J at the field. After a day of over 38 degrees we were all ready for shade and finally bed. (Ohh, after I beat Joe at pool - we had a sort of pool table at the shack.)



Unpacking at the Milang field.



Officials getting things ready.

The next day was full on with F3J rounds all day. We had Pete teamed up with three Aussies and Dave Pratley, Len, Joe and Kev in another team in the lane beside Pete.

It went well all day with everyone having some pleasing flights and the wind kept building. The light models were put away and ballast was installed to suit the conditions.

Joe was right on top of the leader board all day but did manage a dropper with a huge land out over 2 kms away!

Kev then followed in the last round for the day with a land out and just managed to scrape onto the bloody large field but found a tree.

Peter was in the best shape that night for the Kiwis with a very high throughout in the bank. A night at the old Whistle Stop again with a few friends and some fine wine.

The last day for competition was two rounds, then into the flyoffs. There were some great flights in the last rounds with some real blood shed by the Aussies on the score board.

Kev managed a full 10 minute flight. The next closest competitor managed 6½ minutes.

We came out with Len Drabble in 11th (His target was 10th and just missed on that by 3 points!) Kev just scraped into the flyoffs at 8th and Pete 5th with Joe 1st.

Name: F5J International 2018
 Venue: Milang
 Date: Mar 09, 2018

#	Name	Ctry	Score	Pcnt	RawScore	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6	Rnd7	Rnd8	Rnd9	Rnd10	Rnd11	Rnd12
1	Wurts, Joe	NZL	10633.58	100.00	10700.75	1000.00	*67.17	982.11	999.11	1000.00	987.08	1000.00	975.48	971.17	747.89	1000.00	970.74
2	Botherway, Kevin	NZL	10477.84	98.54	10477.84	1000.00	1000.00	985.51	1000.00	1000.00	890.96	601.37	1000.00	*0.00	1000.00	1000.00	1000.00
3	Meyer, Andrew	AUS	10448.26	98.26	11131.91	959.59	980.68	975.29	*683.65	994.73	946.81	883.59	972.41	970.58	972.94	947.09	844.55
4	Wood, Matt	AUS	10181.79	95.75	10181.79	983.06	990.03	1000.00	981.54	245.59	*0.00	1000.00	1000.00	1000.00	1000.00	981.57	1000.00
5	Stent, Marcus	AUS	10099.32	94.98	10099.32	994.91	953.48	961.66	1000.00	924.02	943.15	*0.00	800.35	600.54	1000.00	954.03	967.18
6	Moorfield, Paul	AUS	10069.50	94.70	10356.29	930.61	869.12	730.83	980.28	984.98	*286.79	941.27	883.84	874.23	983.05	964.44	926.85
7	Chabrel, Nick	AUS	9476.65	89.12	9476.65	959.23	970.09	*0.00	1000.00	977.17	982.77	595.64	703.53	823.52	956.15	550.87	957.68
8	Pratley, David	AUS	9371.89	88.13	9371.89	964.44	950.16	815.74	638.86	1000.00	1000.00	*0.00	985.98	976.55	806.28	236.47	997.41
9	Schultz, Trevor	AUS	9192.66	86.45	9464.58	952.29	803.98	984.79	383.31	915.19	324.78	960.31	998.24	980.16	908.47	*271.92	981.14
10	Stone, Mark	AUS	8861.69	83.34	9273.91	491.58	929.53	638.64	938.77	971.83	1000.00	899.21	521.01	*412.22	698.14	912.40	860.58
11	Houdalakis, Jim	AUS	8763.14	82.41	9140.00	753.59	872.09	997.31	972.75	934.62	689.45	*376.86	608.54	515.28	829.67	753.92	835.92
12	Drabble, Len	NZL	8707.59	81.89	8707.59	640.13	903.44	887.40	*0.00	978.79	354.22	951.79	991.15	843.42	866.77	365.61	924.87
13	Farrar, Don	AUS	8094.13	76.12	8094.13	1000.00	947.98	993.73	905.97	0.00	0.00	*0.00	1000.00	580.70	857.62	835.96	972.17
14	Nancarrow, Jamie	AUS	8036.48	75.58	8036.48	960.97	866.61	971.03	901.43	973.49	244.06	616.12	779.86	586.50	913.61	222.80	*0.00
15	Williams, Peter	NZL	7841.54	73.74	7841.54	960.20	0.00	847.45	*0.00	492.93	939.70	811.28	648.57	292.38	903.87	964.91	980.25
16	Kent, Bill	AUS	7830.15	73.64	7830.15	489.89	905.20	400.72	985.66	658.47	842.96	*0.00	424.69	715.96	824.57	1000.00	582.03
17	Haskell, Daniel	AUS	7795.33	73.31	7795.33	939.03	843.82	391.82	975.15	0.00	301.99	916.22	*0.00	1000.00	897.45	633.13	896.72
18	Ginder, Ross	AUS	7608.14	71.55	7608.14	953.70	1000.00	1000.00	977.15	0.00	914.56	0.00	883.53	920.52	958.68	0.00	*0.00
19	Bengston, Evan	AUS	7543.57	70.94	7543.57	999.15	1000.00	0.00	0.00	0.00	902.35	1000.00	910.68	948.60	904.88	*0.00	877.91
20	Potter, Greg	AUS	7481.29	70.36	7481.29	924.54	813.75	813.95	550.13	0.00	826.68	0.00	931.41	934.25	919.89	766.69	*0.00
21	Baxter, Mal	AUS	6695.03	62.96	6695.03	458.75	944.63	0.00	658.38	739.24	259.25	801.05	581.85	633.21	618.67	*0.00	1000.00
22	Barrenger, Chris	AUS	6649.73	62.54	6649.73	991.32	968.12	806.79	972.22	628.62	240.31	659.61	393.23	989.51	0.00	0.00	*0.00
23	O'Reilly, Mike	AUS	6636.55	62.41	6636.55	822.39	954.31	902.04	0.00	967.42	1000.00	0.00	33.18	1000.00	582.89	*0.00	374.32
24	Zimmerman, Christian	AUS	6621.71	62.27	6621.71	883.78	846.34	1000.00	347.10	0.00	780.30	529.36	*0.00	921.55	685.86	185.08	442.34
25	Safarik, Ladislav	AUS	6252.82	58.80	6516.15	627.43	801.00	307.50	446.23	529.41	790.88	524.62	342.92	537.42	545.76	799.65	*263.33
26	Merryweather, Brad	AUS	6155.78	57.89	6155.78	648.14	951.34	*0.00	557.23	446.30	793.32	324.16	330.96	800.00	662.71	333.33	308.29
27	Frizell, Mike	AUS	5276.65	49.62	5276.65	641.41	778.23	955.20	237.45	926.67	242.03	904.92	590.74	0.00	0.00	0.00	*0.00
28	Ryan, Gary	AUST	4828.36	45.41	4875.89	852.66	694.37	64.16	166.95	*47.53	172.26	390.60	401.54	557.20	619.54	289.70	619.38
29	Bowden, Gavin	AUS	3066.41	28.84	3066.41	280.27	296.51	737.03	258.34	187.88	471.92	0.00	0.00	444.63	389.83	0.00	*0.00
30	Pring, Mal	AUS	2168.31	20.39	2168.31	307.02	906.80	705.81	248.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00	*0.00
31	Thomas, Connor	AUS	1833.06	17.24	1833.06	560.60	778.52	493.94	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	*0.00
32	Whitfield, Garry	AUS	824.80	7.76	824.80	824.80	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	*0.00
33	Winser, Bill	AUS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	*0.00

Above: Final scores for the Southern Soaring League
 F5J International 2018 event.

Right: The winners with their awards — Joe Wurts (C) First,
 Kevin Botherway (R) Second, and Andrew Meyer (L) Third.



	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
1	F3J International 2018 - Overall Results [Milang 12/03/2018]																	
2	www.GliderScore.com																	
3																		
4	Rank	Name	Score	Pcnt	Raw Score	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6	Rnd7	Rnd8	Rnd9	Rnd10	Rnd11	Drop1	
5	1	WURTS, Joe	9979.64	100	9979.64	1000	994.09	996.82	992.65	1000	999.71	0	1000	1000	1000	996.37	0	
6	2	HOUDALAKIS, Jim	9975.62	99.96	10211.85	985.6	1000	1000	1000	996.22	994.38	999.42	236.23	1000	1000	236.23		
7	3	WOOD, Matt	9881.15	99.01	10387.31	988.77	993.91	998.83	993.75	995.36	982	996.81	939.8	506.16	991.92	1000	506.16	
8	4	MEYER, Andrew	9854.99	98.75	9854.99	996.66	955.08	995.8	994.51	993.19	984.01	947.35	0	997.24	994.2	996.95	0	
9	5	ARVANITAKIS, Theo	9833.06	98.53	10658.02	824.96	999.85	890.33	1000	1000	1000	993.32	994.06	998.11	999.56	957.83	824.96	
10	6	HASKELL, Daniel	9768.05	97.88	10199.15	1000	941.59	997.21	981.95	993.64	985.49	1000	868.17	431.1	1000	1000	431.1	
11	7	WILLIAMS, Peter	9652.14	96.72	10448.3	849.42	999.42	1000	988.33	1000	998.84	849.11	990.58	992.46	983.98	796.16	796.16	
12	8	BOTHERWAY, Kevin	9644.44	96.64	9644.44	989.04	1000	997.66	1000	996.53	991.64	1000	782.99	0	1000	886.58	0	
13	9	O'REILLY, Mike	9432.8	94.52	9995.72	1000	1000	991.61	995.09	997.67	1000	562.92	1000	652.09	801.41	994.93	562.92	
14	10	PRATLEY, David	9398.91	94.18	9398.91	956.35	990.27	963.05	0	982.63	982.58	1000	973.04	803.31	766.14	981.54	0	
15	11	DRABBLE, Len	9395.94	94.15	9999.33	1000	988.41	906.73	994.19	996.08	948.54	883.85	603.39	990.58	989.42	698.14	603.39	
16	12	CHABREL, Nick	9271.95	92.91	9271.95	975.49	995.21	1000	989.49	1000	1000	526.48	1000	1000	785.28	0	0	
17	13	STONE, Mark	8955.41	89.74	8955.41	975.67	985.48	865.45	984.84	992.76	868.62	989.29	0	632.42	660.88	1000	0	
18	14	BLOW, Darrel	8842.89	88.61	8842.89	996.65	944.29	978.13	931.1	949.9	998.69	0	395.48	718.53	936.37	993.75	0	
19	15	POTTER, Greg	8776.51	87.94	8776.51	864.87	616.66	942.41	993.07	989.98	0	936.91	978.11	472.48	988.4	993.62	0	
20	16	NANCARROW, Jamie	8640.97	86.59	8640.97	987.82	1000	985.56	0	991.62	1000	987.12	707.55	983.19	0	998.11	0	
21	17	BARRENGER, Chris	8585.28	86.03	9227.33	973.37	685.2	987.15	653.12	994.94	985.59	642.05	695.66	926.11	689.65	994.49	642.05	
22	18	THOMAS, Connor	8520.81	85.38	8958.04	909.61	976.77	977.01	988.38	967.5	835.75	437.23	827.66	875.1	568.96	594.07	437.23	
23	19	MOORFIELD, Paul	8487.97	85.05	8487.97	987.62	903.23	1000	0	992.05	996.82	980.13	1000	0	753.91	874.21	0	
24	20	SCHULTZ, Trevor	8448.18	84.65	9108.48	850.51	830.43	754.02	732.41	985.52	956.35	1000	769.78	660.3	879.71	689.45	660.3	
25	21	BAXTER, Mal	8267.39	82.84	8661.69	394.3	469.36	969.79	912.75	671.28	944.57	983.51	918.7	872.4	632.98	892.05	394.3	
26	22	KUSIAK, Ziggy	7822.78	78.39	8303.56	854.83	480.78	603.95	954.21	534.18	599.24	941.07	554.99	1000	944.92	835.39	480.78	
27	23	MERRYWEATHER, Brad	7380.22	73.95	7380.22	950.72	881.15	971.09	520.66	509.6	982.75	410.44	470.13	992.46	691.22	0	0	
28	24	CARTER, Gerry	7341.9	73.57	7341.9	991.92	597.38	970.41	1000	987.44	0	0	0	0	0	0	0	
29	25	ZIMMERMAN, Christian	7319.25	73.34	7604.75	285.5	969.52	942.41	948.32	967.5	456.71	0	0	0	0	0	0	
30	26	FAULKNER, Ian	5772.61	57.84	5772.61	0	674.89	521.08	676.34	422.98	479.76	0	0	0	0	0	0	
31	27	KENT, Bill	4956.29	49.66	4956.29	0	0	844.02	688.61	836.1	968.11	0	0	0	0	0	0	
32	28	WHITFIELD, Garry	4287.04	42.96	4287.04	995.19	519.64	989.79	825.83	956.59	0	0	0	0	0	0	0	
33	29	LEWIS, Warren	3990.26	39.98	3990.26	935.54	0	790.57	842.21	485.67	511.63	0	0	0	0	0	0	
34																		
35																		
36																		

Above: Final scores for the Southern Soaring League F3J International 2018 event.

Right: The winners with their awards — Joe Wurts (C) First, Jim Houdalakis (L) Second, and Matt Wood (R) Third.



We then went into the flyoffs, a 15-minute flight with a landing and had to do three of these back to back. In round one two pilots failed to really get away so they recorded two short flights, the three Kiwis had solid times and landings.

The air was great if you caught the thermals and then it was a 13-minute eyesight test with planes disappearing in the blue.

It was awesome to be part of this as we had to move to new winch lanes and new callers.

Again, a fantastic result with Peter in 5th Kevin in 2nd and Joe 1st overall. We finally managed to pack our planes up and say our goodbyes to all then head back to our shack. It was a night to relax with takeaways and visit to a small local. We were done.

A day spent the next day travelling to Adelaide with some shopping for the laddies and buy Kev some new Jandals that open beer bottles.

We were invited for a barbecue at Andrew and Elsie Myers place although Len had the wrong address and we tried to visit their neighbours first. It was great enjoyable night. Many Thanks.

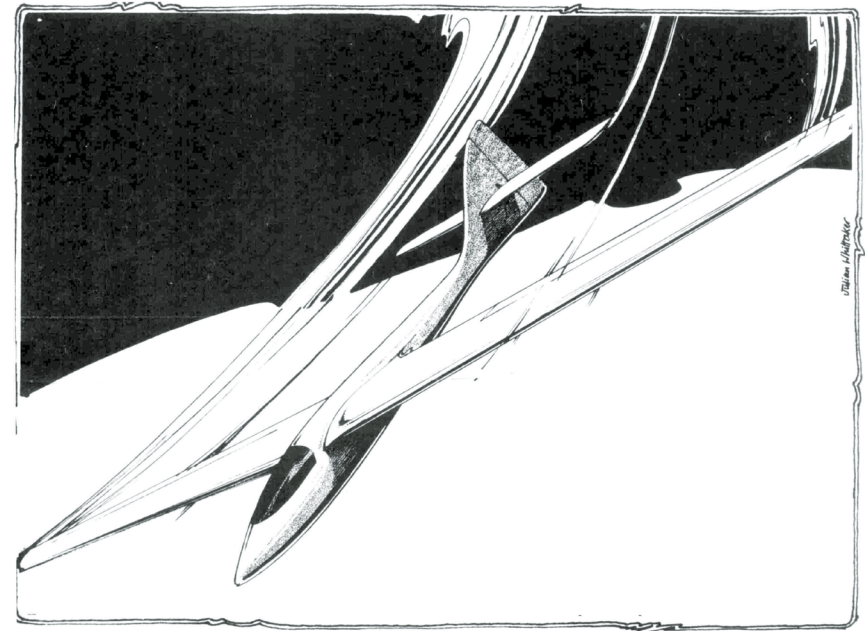
Like usual, a great Aussie competition and well run – to the organisers and all that worked so hard. Thank you and for the great hospitality!

See you at Jereldere!

P. S I have some slightly used wing bags for a Plus for sale (the only things in one piece!).

Soaring Rocks!

Rowdy



The above drawing by Julian Wittaker is from the February 1983 issue of *Aspectivity*, the newsletter of the Victorian Association of Radio Model Soaring (VARMS) of Victoria Australia.

VARMS was formed in 1968 to get together aero-modellers who were interested in building and flying radio controlled gliders.

VARMS organizes regular competitions in both slope and thermal soaring. Fun-fly events, scale (including aerotow), and open competition in a number of disciplines are all included in the annual scheduling.

VARMS is affiliated with the Federation Aeronautique Internationale (FAI) The World Air Sports Federation.



14.10 Section 4C Volume F3 - RC Soaring

F3F – RC Slope Soaring Gliders

a) 5.8 Class F3F – Radio Control Slope Soaring Germany

Replace all instances of the term 'model aircraft' with 'model' from 5.8.1 – 5.8.17:

Reason: Consequent unification of the terms model and model aircraft. The term "model" is used in most sentences of the F3F-section, while the term "model aircraft" is still used in some instances.

b) 5.8.2. Characteristics of Radio Controlled Slope Gliders Germany

Modify the last paragraph in 5.8.2. as shown below:

Any technological device used to aid in supplying data of the air's condition or direct feedback of the model's flight status is prohibited during the flight. These devices include any transmission or receiving devices not used to directly control the model aircraft (~~telephones, walkie talkies, telemetry of airspeed and altitude etc), temperature detecting devices (thermal imaging cameras, thermometers etc), optical aids (such as binoculars, telescopes etc), and distance/altitude measuring devices (GPS, laser range finders etc).~~ Telemetry of signal strength at the aircraft receiver and state of the receiver battery is permitted. **The use usage** of corrective eyeglasses and sunglasses ~~are is~~ permitted. If an infringement of this rule occurs, the pilot will be disqualified from the contest.

Reason: Simplification and correction of spelling errors. The definitions for technical devices were originally created for use in F3B but are not relevant in F3F. The first two sentences are easy to interpret and still include the mentioned devices if necessary.

c) 5.8.3. Competitor and Helpers Germany

Amend the title from 'Helpers' to 'Helper' and the paragraph as shown below:

5.8.3. Competitor and **Helpers**: The competitor must operate his radio equipment personally. Each competitor is permitted one **(1)** helper. The helper is only to assist and advise the competitor until the model is passing Base A for the first time **in direction to Base B** and after the **timed scored** flight is completed.

Reason: Clarification for enabling the helper to assist the competitor until the model enters the speed course. The goal is to assist the competitor with counting down the time after launching until the model enters the speed course.

Because only one helper is allowed there can be used the singular instead of the plural in the title.

*Technical Secretary Note: Recommended amendment - 'in direction to Base B' changed to '**in the direction of Base B**' as it is written in 5.8.7.*

d) 5.8.5. Number of Attempts Germany

Amend the paragraphs as shown below:

5.8.5. Number of Attempts: The competitor has one **(1)** attempt on each flight. An attempt can be repeated if:

- the launching attempt is impeded, hindered or aborted by circumstances beyond the control of the competitor, duly witnessed by the official judges;
- his model collides with another model in flight or other impediment and the competitor is not to blame on that account;
- the flight was not judged by the fault of the judges
- ~~the~~ **any part of the model** (~~i.e. the fuselage nose~~) fails to pass above a horizontal plane, level with the starting area, within five **(5)** seconds of exiting the course, due to circumstances beyond the control of the competitor, duly witnessed by the official judges.

The **repeated flight** ("re-flight") shall **must** happen as soon as possible considering the local conditions and the radio frequencies. ~~If possible, the model aircraft can stay airborne and has to be brought to launching height, launching speed and launching position before the new 30 second period is started by the judge.~~

Reason:

- Added numerical numbers for written numbers for clarification, as in other F3-classes.
- "Any part of the model" clarifies, that all parts of the model are eligible for this purpose.
- Re-flight is defined as the repeated flight and must happen with a landing between the attempts. The "no-landing-method" is unfair, prone to protests and commonly not used in today's competitions. The re-flight must happen as soon as possible to counteract influences of foreseen weather changes.

e) 5.8.7. Organisation of Starts Germany

Modify the final sentence in this section as shown below:

If the model has not entered the speed course (i.e. first crossing of Base A in the direction of Base B) within the thirty (30) seconds, the **flight time scored flight** will commence **at** the moment the thirty (30) seconds expire. If the model has not entered the speed course within the thirty (30) seconds, this is to be announced by the judges **contest director**.

Reason: Introducing a new definition "scored flight". The end of the thirty seconds is announced normally by the contest director.

f) 5.8.9. The Speed Course Germany

Modify this section as shown below:

5.8.9. The Speed Course:

The speed course is laid out along the edge of the slope and is marked at ~~both ends~~ **Base A and Base B** with two (2) clearly visible flags. The organiser must ensure that the two (2) turning planes are mutually parallel and perpendicular to the slope.

~~Depending on the circumstances, the two (2) planes are marked respectively Base A and Base B.~~

Base A is the official starting plane. At Base A and Base B, an Official announces the passing of the model (i.e. any part of the **complete** model aircraft **in flight**) with a sound signal when the model is flying out of the speed course. Furthermore, ~~in the case of Base A,~~ a signal announces the first time the model is crossing Base A in the direction of Base B.

Reason: Consequence of an event, that happened at the World Championships 2016. Scattering debris of a crashed model should not trigger the legal passing of a Base. Clarify the usage of the terms “model” and “model aircraft” in the F3F-section.

g) **5.8.10. Safety** **Germany**

Modify the existing paragraph as shown and insert a new paragraph following:

5.8.10. Safety

The sighting device used for judging the turns must be placed in a safe position. The organiser must clearly mark a safety line representing a vertical plane which separates the speed course **for the timed flight (from leaving the hand until completing the scored flight)** from the area where judges, other officials, competitors and spectators stay. Crossing the safety line **plane** by any part of the **complete** model aircraft **in direction to the safety area** during the measured **timed** flight will be penalised by 400 **300** points. ~~subtracted from the sum after conversion;~~ ~~the penalty not being discarded with the result of the round.~~ **The penalty will be a deduction of 300 points from the competitor’s final score and shall be listed on the score sheet of the round in which the penalty was applied.** The organiser must appoint one **(1)** judge to observe, using an optical sighting device, any crossing of the safety line **plane**.

The organiser must clearly mark the boundary between the landing area and the safety area assigned for other activities. After release of the model from the hand of the competitor or helper, any contact of the model with any object (earth, car, stick, plant, etc) within the safety area will be penalised by 300 points. Contact with a person within the safety area will be penalised by 1000 points. The number of contacts during one attempt does not matter (maximum one penalty for one attempt). The penalty will be a deduction of 300 or 1000 points from the competitor’s final score and shall be listed on the score sheet of the round in which the penalty was applied.

Reason: Underlining the importance of the safety area and the security of the pilots/judges/helpers/spectators, by increasing the penalties to above mentioned values and clarifying the deduction of the penalty.

Clarification by using the same wording and philosophy as in other classes (i.e. F3B).

The safety plane extends beyond the bases, while the safety line does not. Also the definition of crossing a plane is simple, while crossing a line in 3D-space can be misinterpreted.

*Technical Secretary Note: Recommended amendment - ‘in direction to the safety area’ changed to **in the direction of the safety area**.*

F3J – Thermal Duration Gliders

h) **5.6.1.3. Characteristics of Radio Controlled Gliders** **Slovakia**

Amend the paragraph a) with additional text as shown below:

- a) Maximum Surface Area150 dm²
 Maximum Flying Mass 5 kg
 Loading 12 to 75 g/dm²
 Minimum radius of fuselage nose 7.5 mm
Minimum Flying Mass.....1.7 kg

Weight of models may be checked randomly immediately after the landing during the contest.

Reason: The price of models is very high and pilots, especially juniors, can no longer afford new models. As a result, the number of pilots is decreasing rapidly. Instead of motivating juniors the number of junior pilots is decreasing.

Supporting data: The models are not available for young pilots and less solvent pilots. In last 2-3 years the number of pilots at World Cups or Eurotour competitions has decreased by circa 60%. Especially the junior category is very much involved as the new young modellers cannot afford very expensive brand-new models.

i) **5.6.3. Contest Flights** **Slovakia**

Amend paragraphs a), b) and d) as shown below:

- 5.6.3.1. a) A minimum of four (4) qualification rounds must be flown for the competition to be valid. If more than ~~seven~~ **five (5)** qualification rounds are flown, then the lowest score will be discarded before determining the aggregate score.
- b) The competitor has an unlimited number of attempts **only one attempt per one round** during the working time.
- c) There is an official attempt when the model aircraft has left the hands of the competitor or those of a helper under the pull of the towline.
- d) ~~In the case of multiple attempts, the result of the last flight will be the official score.~~
- e) All attempts are to be timed by two stopwatches. If no official time has been recorded, the competitor is entitled to a new working time according to the priorities mentioned in paragraph 5.6.4.

Reasons:

5.6.3.1. a) Only about 20% of the World Cup and Eurotour contests has been flown with more than 7 rounds. In such case pilots are not entitled for the lowest score to

be discarded. In case the pilot makes a mistake he will not even finish the contest as he is discouraged to continue. If the limit would be lowered at the majority of the contest the lowest score would be discarded which will motivate the pilots to compete until the end.

5.6.3.1. b) d) Every other category has only one attempt per one round. At the contests we are witnessing pilots asking for re-flights unjustifiably causing delays to the contest. The pilots always have the option of re-flight in case of technical failure, damage or crash of model.

Supporting data:

5.6.3.1. a) The number of pilots in F3J category is decreasing rapidly. People are switching to other categories hence the rules should be designed in the way that motivates them to carry on flying. The limit we have proposed has applied for a long period in the past and worked well.

5.6.3.1. b) d) One attempt per one flight is a rule applying in every other category. The pilots still have the possibility of re-flight if the reasons are valid.

j) **5.6.4. Reflights** **Germany**

Amend the paragraph as shown:

5.6.4. Re-flights

The competitor is entitled to a new working time if:

- a) his model in flight or in the process of being launched collides ~~with another model in flight, or~~ with a model in the process of being launched.
- b) his model in flight or in the process of being launched collides with another competitor's towline.
- c) the competitor's towline is hit by another model ~~in flight or~~ in the process of being launched.
- d) the attempt has not been judged by the official time-keepers.
- e) his attempt was hindered or aborted by an unexpected event within the first 60 seconds of the working time, not within his control. Crossed lines are not considered as reason for re-flight.

Reason: Minimizing reasons for reflights which may be provoked and are unfair to all other pilots.

Helping the Contest Director to run the competition smoothly and in time.

Supporting data:

It happened more than once, that reflights had been provoked by touching other pilot's models (mid-air).

In practice it turns out that an additional reflight group prolongs the competition by approximately 30 minutes.

k) **5.6.8. Launching** **Slovakia**

Amend the paragraph 5.6.8.2. as shown below:

5.6.8.2. The launch of the model aircraft will be by hand held towline ~~only~~ or winch.

Reason: The majority of pilots are older persons who are no longer physically capable of towing models. Also smaller teams have lack of helpers who are also capable of towing. There is also the problem that some pilots are unwilling to assist other pilots because of their physical condition. The winches are widely used in other categories and also at many F3J home-competitions.

Supporting data:

The number of pilots in F3J category is decreasing rapidly. In last 2-3 years the number of pilots at World Cups or Eurotour competitions has decreased by circa 60%. People are switching to other categories hence the rules should be designed in the way that motivates them to carry on flying.

In case the use of winches would be considered, we propose to apply same rules as the rules regulating the use of winches in F3B category, maximum starting current to * be 510 Ah and cable length to be 150 m.

The changes we propose despite being radical have been widely consulted during the F3J competitions last year with number of pilots and trainers from different countries and people agree the change in F3J rules is inevitable to keep the category alive.

* *Editor's note: Should read "510 A" (max.)*

l) **5.6.8. Launching** **Germany**

Amend paragraph b) in the section 5.6.8.3. as shown below:

b) Immediately after release of the model aircraft from the launching cable, without delay the towline helpers must either recover the towline on a hand reel (hand winch) or, when a pulley is used, they must continue to pull the towline until it is completely removed from the towing area in order to avoid crosscutting with other lines which are still in a state of towing or will be used for towing.

This is not applicable if a line break occurs. In this case only the residual line attached to the ground or used by the towing helpers has to be removed from the launching area. A designated judge (launch line-manager) has to overview and control and, if necessary, - call on towline helpers to remove their lines from the launching area after the model aircraft is released. ~~If his demand is refused, then the pilot, whose towline helpers refused, shall be penalised by 100 points. The pilot, whose towline helpers do not remove the tow line within 30 seconds after release of the pilot's model, must be penalised by 100 points.~~

The penalty of 100 points will be a deduction from the competitor's final score and shall be listed on the score sheet of the round in which the penalty was applied.

Reason: Clarification to motivate pilots and helpers to actually remove the tow line from the launching area. Reducing reasons for possible reflights which are often unfair to other pilots.

m) **5.6.8.7. Towlines** **Slovakia**

Amend the paragraph as shown below, with a new sentence designated a) and the following sentences renumbered accordingly:

5.6.8.7. Towlines

- a) **This point applies for hand lifts and reels only.**
- b) Tow-lines for each competitor must be laid out only during the competitor's five-minute preparation time and must be retrieved by the end of his working time.
- c) The length of the towline shall not exceed 150 metres when tested under a tension of 20 N.
- d) The towline must be made of polyamide monofilament material throughout its length. It must have pennant with an area of 5 dm². A parachute (of five (5) dm² minimum area) may be substituted for the pennant provided it is not attached to the model aircraft and remains inactive until the release of the towline. Linkages (couplings, knots, loops, etc.) of different material are permitted up to a total length of 1.5 metres. They shall be included in the total length of 150 metres.

Reason: Consequential change if winches are allowed.

Technical Secretary's Note: The Tech Sec requests the F3 Soaring Chairman to check for other consequential changes that may be necessary.

n) **5.6.11.4. Final Classification** **Australia**

Amend the paragraph as shown below:

5.6.11. Final Classification

5.6.11.4. Final placing of the competitors who qualify for the fly-off shall be determined by **their aggregate fly-off** scores. ~~in fly-off, their scores in the qualifying rounds being discarded. If less than six (6) fly-off rounds are flown their aggregate scores over the fly-off rounds is counted, if six (6) or more fly-off rounds are flown the worst result of each competitor is discarded.~~

In the event that two or more competitors have the same aggregate fly-off score, final positions of those competitors shall be determined by their respective position in the qualifying rounds; the higher positioned competitor being awarded the higher final position.

Reason: The change is needed to ensure that the World Champion is the pilot with the highest aggregate score in the fly-off rounds.

The discard rule can change the ranking so that a pilot who does not have the highest aggregate (raw) score can become the World Champion. This is exactly what happened at the 2012, 2014 and 2016 F3J World Championships.

Removal of the discard rule will mean that the pilot with the highest aggregate score will be declared the World Champion and the other pilots will be fairly ranked.

Consider this example:

Pilot A – Total aggregate score 5,500, discard score 950, aggregate less discard 4,550

Pilot B – Total aggregate score 5,400, discard score 750, aggregate less discard 4,650

In this case, applying the discard will result in Pilot B ranking ahead of Pilot A and Pilot B could become World Champion. This is unfair to Pilot A because he had the highest aggregate score.

This has been exactly the situation with the fly-off rounds at the last three F3J World Championships.

Historically, the discard rule was carried over from the old F3B rules. Under the old F3B rules a discard was appropriate because at the time scores were not 'normalised' by flight group. Instead the total points from all flights (raw score) less the discard, determined the winner. The discard made sense because flying conditions were different for every flight group and disadvantage because of this could and did occur.

But, in these rules, scores are 'normalised' within each flight group. Everybody in the flight group flies in the same conditions and every pilot has an equal chance to gain 1000 points for their flight. Being the fly-off rounds, every flight group consists of exactly the same pilots.

Since nobody is disadvantaged, there is no reason to retain the discard rule for the F3J fly-offs. Removing the discard rule will remove the unfair change in rankings that often results because of it.

Note that incidents which may unfairly disadvantage a pilot are written into the rules and in each case a re-flight can be granted. Retaining the discard rule to reduce disadvantage is not a valid argument.

Supporting data:

In the last three F3J World Championships (2016, 2014, 2012) none of the winners would have been winners but for the discard rule.

There was no disadvantage experienced by any pilot that could not be compensated by a re-flight as provided under the rules. The difference between the pilots comes about because of differences in flying skills. They all had the same opportunities.

2016 F3J WC SENIORS FLY-OFFS

With no discard, the winner would have been fourth with 95.4% of the highest raw score.

FAI F3J WCH SENIORS FINALS - Overall Results

[Vipava 5.8.2016]

www.GliderScore.com

Rank	Name	Ctry	Score	Pcnt	Raw Score	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6
1	HUCALJUK, Arjan	CRO	4996.4	100.00	5718.6	1000.0	722.2	1000.0	1000.0	1000.0	996.4
2	LITTVA, Jan	SVK	4994.3	99.96	5991.7	998.8	1000.0	998.6	999.3	997.6	997.4
3	PRESTELE, Dominik	GER	4992.3	99.92	5675.3	997.8	683.0	998.8	999.8	998.6	997.6
4	WURTS, Joe	NZL	4991.4	99.90	5961.6	998.2	970.2	998.4	998.1	999.4	997.3
=5	SALVIGNI, Marco	ITA	4989.0	99.85	5984.3	995.5	998.3	995.6	995.3	999.6	1000.0
=5	SIUMBRYNS, Ricardas	LTU	4989.0	99.85	5582.9	997.4	593.9	999.2	995.9	999.8	996.7
7	PERKINS, Daryl	USA	4985.1	99.77	5639.8	995.4	654.7	996.9	997.9	997.8	997.1
8	FOURNIER, Lionel	FRA	4982.9	99.73	5664.0	994.9	681.1	997.2	996.4	998.5	995.9
9	SCHOON, Jim	USA	4976.5	99.60	5623.1	998.8	646.6	998.0	999.4	984.7	995.6
10	MOLEFE, Tshepo	RSA	4949.0	99.05	5553.9	604.9	966.3	996.1	994.6	995.8	996.2
11	REINECKE, Manuel	GER	4589.3	91.85	5063.8	474.5	601.1	998.9	998.7	994.9	995.7

2014 F3J WC SENIORS FLY-OFFS

With no discard, the winner would have been fourth with 96.5% of the highest raw score. Sorry for the poor quality of this image. I have compiled the results in Excel and they are shown more clearly below.

Printed at 9. 7. 2014 11:47:47
page: 1
www.f3score.com
info@f3score.com

Leader Board (for pilots)
Fly-Off (WCH 2014 - Seniors)
Showing 6 of 8 rounds. 5 rounds used for final score

Nr	Name	Jr	Total Score	Summary	Scores between () are not used in the total score
1	Littva; Jan	SVK	4998.4 (100.0%)	51199.7	52100.0 (53100.0) 54100.0 55100.0 56100.0
2	Wurts; Joseph	NZL	4996.8 (100.0%)	51199.7	52100.0 (53100.0) 54100.0 55100.0 56100.0
3	Byrski; Wojciech	POL	4992.8 (99.9%)	51100.0	52100.0 (53100.0) 54100.0 55100.0 56100.0
4	Vostrel; Jaroslav	CZE	4979.0 (99.6%)	51197.9	52100.0 (53100.0) 54100.0 55100.0 56100.0
5	Duchan; Jiri	CZE	4977.0 (99.6%)	51198.5	52100.0 (53100.0) 54100.0 55100.0 56100.0
6	Griffin; David	NZL	4952.3 (99.1%)	51197.2	52100.0 (53100.0) 54100.0 55100.0 56100.0
7	Goodrum; Craig	RSA	4945.9 (99.0%)	51199.2	52100.0 (53100.0) 54100.0 55100.0 56100.0
8	Gergic; Bojan	SLO	4856.0 (97.2%)	51199.2	52100.0 (53100.0) 54100.0 55100.0 56100.0
9	Rizner; Primoz	SLO	4795.3 (95.9%)	51199.7	52100.0 (53100.0) 54100.0 55100.0 56100.0
10	Kolb; Philip	TUR	4734.3 (94.7%)	51199.4	52100.0 (53100.0) 54100.0 55100.0 56100.0
11	Arvidsson; Lennart	SWE	4704.7 (94.1%)	51199.4	52100.0 (53100.0) 54100.0 55100.0 56100.0
12	Strautins; Carl	AUS	4686.5 (93.8%)	51199.9	52100.0 (53100.0) 54100.0 55100.0 56100.0

Excel version of the above table:

FAI F3J WC SENIORS FINALS 2014 - Overall Results

Rank	Name	Ctry	Score	Pcnt	Raw Score	Rnd1	Rnd2	Rnd3	Rnd4	Rnd5	Rnd6
1	Littva; Jan	SVL	4998.4	100.0%	5786.7	999.7	1000.0	788.3	1000.0	1000.0	998.7
2	Wurts; Joseph	NZL	4996.8	100.0%	5994.7	997.9	998.7	1000.0	999.4	998.7	1000.0
3	Byrski; Wojciech	POL	4992.8	99.9%	5761.2	1000.0	998.3	768.4	999.8	997.2	997.5
4	Vostrel; Jaroslav	CZE	4979.0	99.6%	5861.3	997.9	999.5	882.3	992.4	996.7	992.5
5	Duchan; Jiri	CZE	4977.0	99.6%	5760.2	998.0	999.4	783.2	995.2	989.8	994.6
6	Griffin; David	NZL	4952.3	99.1%	5859.9	997.2	992.7	907.6	986.8	993.4	982.2
7	Goodrum; Craig	RSA	4945.9	98.9%	5591.8	998.2	991.4	645.9	997.7	960.2	998.4
8	Gergic; Bojan	SLO	4856.0	97.2%	5510.4	996.2	989.4	654.4	892.1	985.6	992.7
9	Rizner; Primoz	SLO	4795.3	95.9%	5563.6	999.7	998.1	768.3	993.4	810.3	993.8
10	Kolb; Philip	TUR	4734.3	94.7%	5598.5	999.6	990.7	875.7	999.3	804.2	869.0
11	Arvidsson; Lennart	SWE	4704.7	94.1%	5406.7	996.4	996.7	726.5	996.3	702.0	988.8
12	Strautins; Carl	AUS	4686.5	93.8%	5314.1	998.9	627.6	844.3	849.8	995.7	997.8

2012 F3J WC SENIORS FLY-OFFS

With no discard, the winner would have been third with 93.3% of the highest raw score.

FAI WC 2012 RSA - SNR FLYOFF - Overall Results [DELMAS RSA 8/10/2012]
www.GliderScore.com

Rank	Name	Ctry	FAI No	Pilot	Score	Pcnt	Raw Score	Rnd1 Dur	Rnd2 Dur	Rnd3 Dur	Rnd4 Dur	Rnd5 Dur	Rnd6 Dur	Rnd
1	Feigl, Benedikt	GER	2832	4	5994	100	6515.1	1000	1000	521.1	1000	997.9	997.4	
2	Littva, Jan	SVK	1046	7	5988.2	99.9	6982.3	994.1	995.4	999.5	999.5	999.1	1000	
3	Remington, Cody	USA	768717	3	5982.3	99.8	6526.1	996.2	999.4	996.8	543.8	996.2	998.2	
4	Mc Gowan, Bob	USA	61181	6	5979.4	99.76	6463.1	995.5	996.7	997.6	483.7	1000	993.6	
5	Perkins, Daryl	USA	222521	1	5946.6	99.21	5946.6	996.5	0	1000	960	997.1	998.6	
6	Wurts, Joe	NZL	9725	12	5883.5	98.16	6394.1	996.4	1000	889.6	510.6	999.3	1000	
7	Lammlein, Tobias	GER	2445	5	5608.6	93.57	5797.9	996.3	189.3	626.3	995	994.6	999.2	
8	Klimentworth, Conrad	NZL	101121	11	5387.4	89.88	5756.3	995.8	368.9	398.4	996.3	997.4	997.5	
9	Esbatir, Murat	TUR	230	2	5222.7	87.13	5808.3	658.2	983.1	600	585.6	997.9	987.2	
10	Kieckling, Tom	USA	135894	8	5090.1	84.92	5287	196.9	249.7	805.5	991.3	991.8	996.6	
11	Grin, Jie	HKG	44332	9	5082.3	84.79	5280.1	932.9	197.8	589.1	577.2	996.5	996.5	
12	Webb, David	CAN	12-035	10	4292.3	71.61	4751.8	777.6	459.5	542.8	591.1	570.2	963.4	

Volume F4 Scale begins overleaf

New web site

Buzz Waltz R/C Designs

For all followers of Buzz Waltz' designs, there's a new web site: <<https://buzzwaltzrcairplanes.com/>>.

Buzz has been in the design and kit manufacturing business for over 40 years. Aircraft plans are now available on CD, and Ready-to-Fly airplanes and partial kits are also available.

RCSD readers should take a look at the Soar Birdy and Big Birdy, two light weight open bay construction all wood sailplanes which are ideal for hi-start launching. A 102" span stand-off-scale Slingsby T-31B "Tudor" is also available.

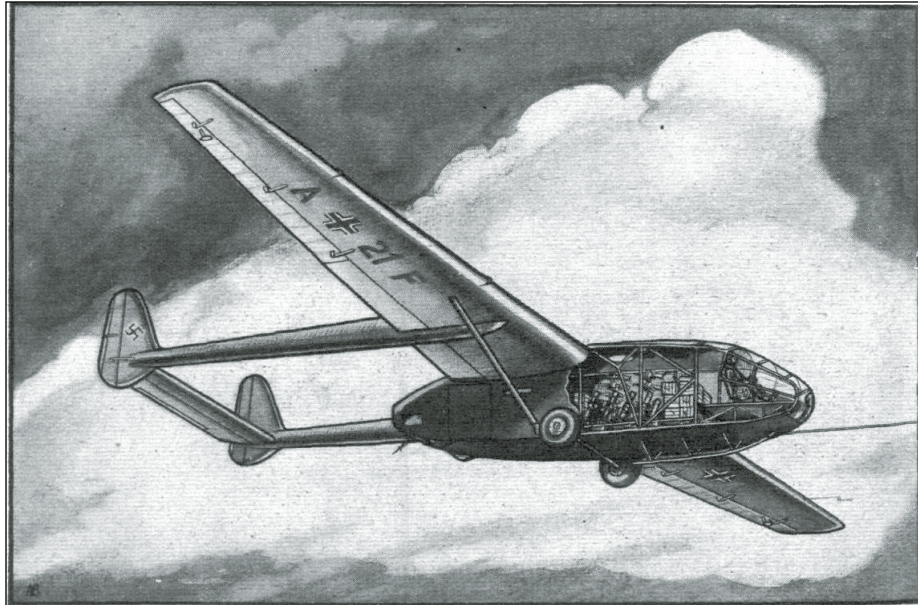


*Big Birdy
99" wing span,
1024 in² area*



*Soar Birdy
78" wing span,
624 in² area*





A German twin-boom glider, reconstructed by a *Flight* artist from a photograph of a wrecked specimen left on an airfield in Libya. Of roughly 70ft. span, it should be capable of lifting some 6,000-7,000 lb. The twin-boom arrangement keeps the lifting and control surfaces entirely separate from the body and is probably used in order that specialised carrying containers can be employed for any particular work in hand. It is shown here carrying 3in. mortars and tommy guns, but it is easy to visualise other containers designed to carry men, artillery or supplies. The wheels are jettisoned after take off and a skid landing made.

Flight, February 12th, 1942, p. 130

<https://www.flightglobal.com/FlightPDFArchive/1942/1942%20-%2000331.PDF>



http://silverhawkauthor.com/images/site_graphics/Aircraft/Axis/Gotha-Go-242-glider.jpg

Aerotow Candidate Gotha Go 242

The Deutsche Forschungsanstalt für Segelflug DFS 230, designed by Hans Jacobs, was used so successfully in airborne assault operations during the 1940 western offensive that the RLM (Reichsluftfahrtministerium / Ministry of Aviation) ordered the development of a glider with larger capacity. Albert Kalkert of Gothaer Waggonfabrik already had an idea for such a glider and immediately submitted his proposed design.

The resulting Go 242 was a rather unique design with a shoulder mounted wing and twin booms to support the tail assembly. This layout provided easy entry to the bulbous obstruction-free fuselage pod through a large top-hinged rear hatch.

Crew consisted of pilot and co-pilot. The cargo bay was capable of holding 21 troops or a Kübelwagen.

The Go 242 strut-braced wing utilized two wood spars and a plywood leading edge skin which extended back to the main spar. The remainder of the wing, along with the control surfaces, was covered with fabric. Spoilers were fitted to the upper surface.

The booms and tail were also of wood construction.

The fuselage consisted of a welded steel tube frame covered in fabric.

The Go 242 underwent a number of revisions during its production history.



http://silverhawkauthor.com/images/site_graphics/Aircraft/Axis/Gotha-Go-242-Glider--T2-2700--Ohio--2-.jpg



<http://www.warbirdsresourcegroup.org/LRG/images/lrg0439.jpg>



http://silverhawkauthor.com/images/site_graphics/Aircraft/Axis/Gotha-Go-242-Glider--T2-2700--Ohio.jpg

This included a change in the boom structures and how they joined the wing. The booms originally extended from the upper wing surface, but this configuration was changed and deepened booms extended from both the upper and lower wing surfaces. The landing gear underwent significant modification, from jettisonable dual main wheels and front and rear skids (Go 242 A) to fixed dual main wheels and a front wheel. The B-1 model used a cross-axle and torsion bar system, while the B-2 utilized an oleo strut suspension. The B-3 and B-4 models had side doors at the rear so paratroops could be deployed. Interestingly, the Go 242 C-1 fuselage was constructed for water landings.

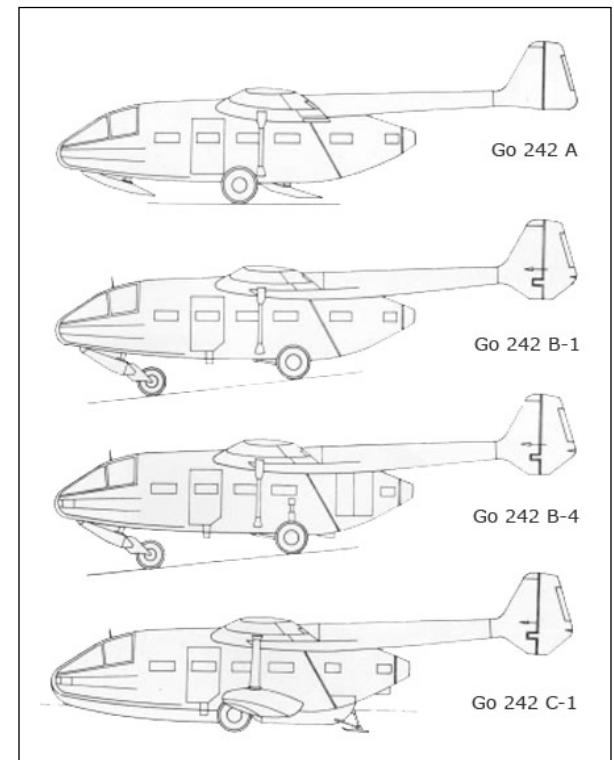
A good number of Go 242s were reconfigured to become powered aircraft, with the French 700 h.p. Gnôme-Rhône 14M two-row 14 cylinder engines mounted to the front of both booms. Of 1,528 Go 242s manufactured, 133 were modified in this way and were designated Go 244.

A few 242s were used as mobile workshops, with lathes and other equipment permanently attached to the fuselage frame. Others were configured to serve as command operation centers.

The Go 242 was used extensively by the Luftwaffe for both personnel and supply missions between European bases and North Africa in support of Rommel's Africa Corps. Missions were also flown in Russia and the Crimea, in addition to other campaigns.

Mrazek, James E. *Fighting Gliders of World War II*, St. Martin's Press, 1977. ISBN 0312289278.

Green, William. *Warplanes of the Third Reich*, Galahad Books, 1990. ISBN 0883656663.



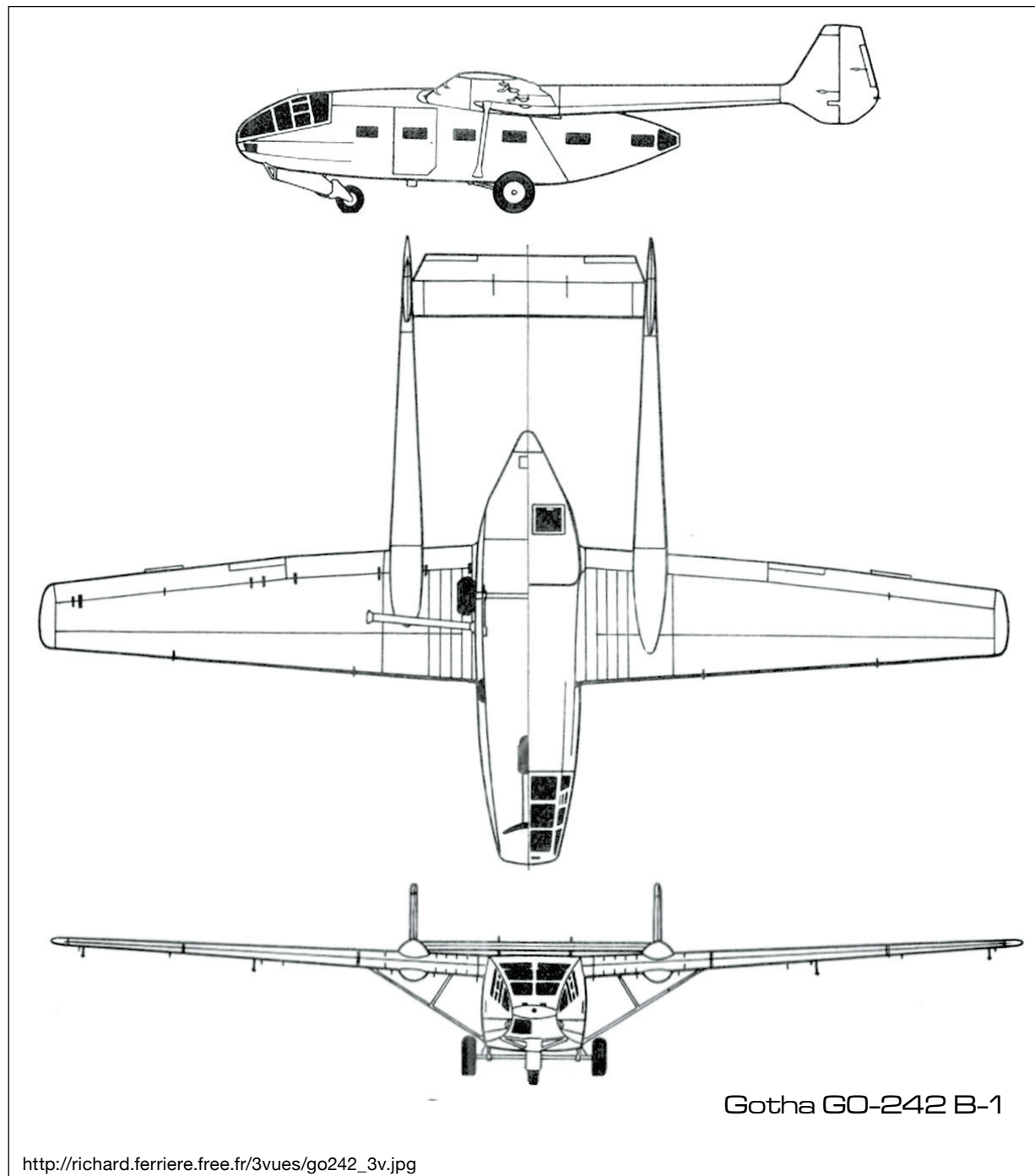
Go 242 Dimensions

Span	79'
Wing area	690 ft ²
Length	52.5'
Cargo compartment	
Length:	20'
Width:	7'
Height:	6'
Empty weight:	7,000 lbs
Cargo weight:	8,000 lbs
Total:	15,000 lbs

Normal towing speed:	130 mph
Maximum towing speed:	150 mph
Maximum airspeed:	180 mph
Glide ratio:	18:1

As a comparison, the American Waco CG-4A, the most used glider of WWII, had a larger wing span at 83.5', was slightly shorter in length at 48.5', and had a much worse glide ratio, just 12:1. Weighing 3,400 lbs empty, the CG-4A was able to carry 4,000 lbs of cargo, half that of the Go 242. The CG-4A was capable of carrying 13 troops with 2 crew, as opposed to the Go 242 carrying 22 troops and a crew of 2.

Full size plans for a 1:12 / 82" span scale model of the Go 242 B-1 by Jack Lynn Bale are available through outerzone.co.uk at https://outerzone.co.uk/plan_details.asp?ID=4802.



http://richard.ferriere.free.fr/3vues/go242_3v.jpg

