

Editor's Message

After a long wait, the first issue of HKRCSS's newsletter finally goes to the printer. HKRCSS was born six months ago, its membership has more than doubled from 35 to 74! Our club is now one of the biggest r/c community in Hong Kong. Certainly, we can not achieve this without your enthusiastic supports. Everyday, new faces in r/c soaring are popped up, people are all friendly and our flying fields are more exciting to visit. There were some memorable events last year, to name a few; the first slope combat competition, a soaring and BBQ trip to Ma On Shan, formations of new interest groups, etc. Unfortunately, there was a sad incident on 11 November that a run-wild sailplane in Fei Ngo Shan seriously injured one of our fellow members. Ever since, we are more conscious to fly safe. We are now in the process of drafting the safety guidelines and actively seeking an appropriate insurance policy for our members. We are also engaged in a dialogue with the Government to seek approval for us to fly within the County Parks. With your continuous supports, we will strike our best to make our r/c society one of the most successful in HK. In this opportunity, may we wish you a happy Chinese New Year and have wonderful, safe soaring all year round.

Activity Reports

Three HKRCSS committee meetings were held last year to discuss matters related to the day-to-day management of the club. A few of you have joined the committee and spent efforts in organizing slope combat competition. On a good windy day, Oct. 14, 2001, we have arranged a soaring and BBQ trip to Ma On Shan with over 50 participants. The wind God was so cooperative that we really have nothing to complain about. This activity has no doubt enhanced friendships amount us and significantly promoted our club's position in representing r/c soaring community in HK.



Our first slope combat competition was held on November 11, 2001. Totally, 28 pilots participated in this event. Three rounds of combat were scheduled although only one round was actually completed due to poor wind condition. Our Champion succeeded to use a hit-and-run strategy maximizing the potential a light-wind weapon, the Boomerang, can offer.



In October, the thermal soaring group has organized some activities to mark their success in tow-launching techniques. They also acquired some Ellipse IV models to support their F3B activities.

Sailplane Review

Shooting Star is a 60" hollow-molded sailplane manufactured by Breta Model in Czech Republic. The wing is a glass/balsa/fiber lay up which provides rigidity with minimum weight. The wing profile is HN1038, which is one of the most slippiest and effective section designed so far. The molded V-tail is attached to the fuse by two screws. The ailerons are pre-hinged, all you need to do to get it up flying is to install the servos and radio. The newest version has pre-hinged



flaps so that butterfly can be used to slow the sailplane on approach to landing. This plane tracks very well in all conditions, it can even thermal in light breeze and in strong lift with ballast installed, it can rocket through air with stunning speed.

Thud Meister

Repair a badly damaged sailplane is by no means an easy job, it requires sanding of the broken surfaces, mixing the epoxy, pasting the sticky mixture. If you do it in hurry, you might end up with a rough surface and a weak bond. The tip to make a strong bond with good finishing for sanding is to use some bonding agents, such as Micro Balloon, to mix with the epoxy. However, Micro Balloon is expensive and the surface after bonded is also too hard for sanding. Here we recommend a better but much cheaper substitute; Johnson Balloon! You can get a bottle in supermarket for only few bugs. Remember to let the adhesive dry overnight before sanding.



Soaring in Exotic Places

In this column, we will take you to some exotic places to soar in Hong Kong. Grass Island is a small island located off the northeast coast of Hong Kong. You can walk up from the pier to the hill top where you can see a flat grassland and a nice east-facing slope overlooking a stony beach below. The scenic beauty of Mirs Bay and surrounding setting is enjoyable while you are slope-soaring along the cliff on the beach edge. A day of outing with your families there would be memorable.



Interview with Paul Wong

We have pleasure to interview Paul Wong for his capacity as leader of the thermal soaring group and as the Function Chair responsible for Training in HKRCSS.

Stan: We know that most r/c soaring pilots in Hong Kong are apparently interested in slope soaring only, this may be due to the abundant slope sites we have in HK, can you tell us why you and your group are particularly interested in thermal soaring?

Paul: We love thermal soaring because it is so challenging and exciting that we have to use all our skill to keep the plane afloat and to search for the invisible thermal in order to gain height.

Stan: What are the differences between thermal and slope soaring?

Paul: Slope soaring requires sufficient wind speed to generate lift, thermal soaring, however, requires the wind speed to be less than 2 m/s and the present of sun light. Thermal soaring can be on the flat field as well as on the slope. Generally, if the weight is not too heavy, all kinds of sailplanes are capable of thermal soaring.

Stan: Have you organized activities so far and how did they come out?

Paul: If the weather is permitted, we fly every weekend. Last year we have successfully test-flown our heavy-duty tow-plane, although there were a few set backs, we generally achieved very encouraging results.

Stan: There are international competitions for F3J and F3B thermal soaring. Does your team have plans in building up the capability to compete in international events?

Paul: We are planning to organize local competitions in F3J and F3B this year to gain some experience. We are still in a learning stage, it is too early for us to say, but when the time is right we will certainly like to participate in international events.

Stan: In your opinion, what is the best way to attract and educate new comers to the sport of r/c soaring? What roles HKRCSS and the Government can play in achieving this goal?

Paul: We can promote our sport by generating publicity in the media though organizing competitions and relevant events, we can also hold joint functions with schools and youth communities. Of course, if we have the blessing from Government, we can ask for resource such as a permanent flying ground and financial support for holding international events. I think HKRCSS should actively pursue this goal.

