

Free First Issue!

S.M.'s 'F3B' Slope Racer

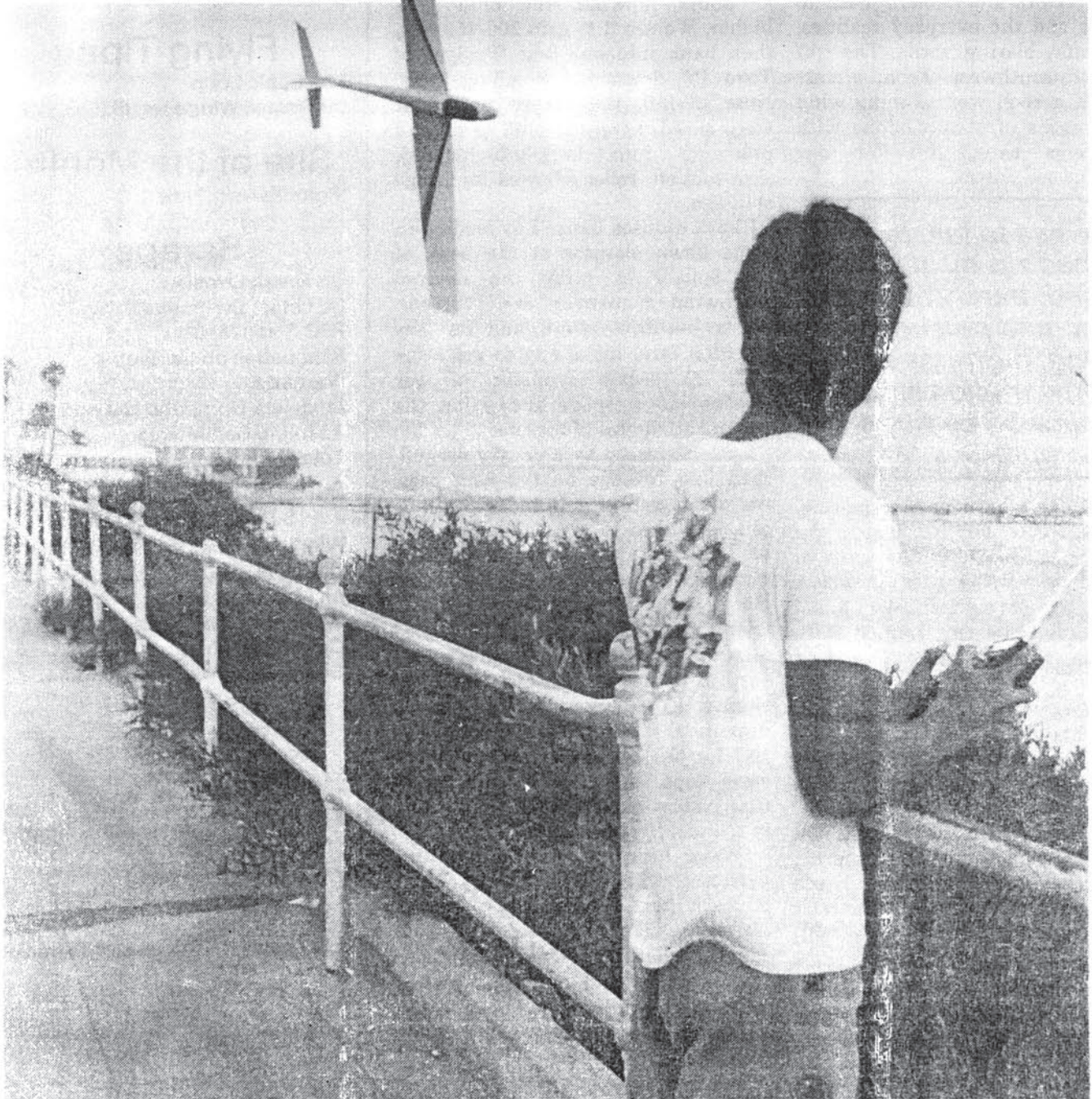


Vader's Amazing Pod Planes

Slope Soaring News

Vol. 1, No. 1

FREE First Issue



FLIRTIN' WITH DISASTER! Jeff Fukushima knife-edges his Hobby Shack/Fly-By-Night Shadow along the dreaded Long Beach rail just nanoseconds before feeding down-elevator to complete his awesome rail roll.

Wingin' It

Outlaws

Far off to the right, a cloud bank scatters the late afternoon sun in narrow golden shafts onto the Pacific Ocean. Seagulls wheel above us as the burned-out beach goers below shuffle slowly up the bank, burdened by beach chairs and coolers, back to their cars and the everyday realities, heavy traffic, blaring horns. The cliff faces south-southwest. From almost due south a cool, wet, evening wind carries dreams of Mexico along with its precious cargo: lift for our earthbound sailplanes.

"Nose to tail, the planes zip by at warp speed, barely at bluff level, and pull up into long, high-speed, slow-motion rolls followed by huge split-Ses."

Chuck and I have been exploring. We visited Kite Hill earlier in the day, then struck off for the coast in search of new flying sites. It was a discouraging enterprise. We found only chainlink fences rimmed with concertina wire. "Private Property" signs threatened our prosecution should we violate. Homes built on perfect natural flying sites were inhabited by dullards who have never looked up and seen the great hawks circling above.

Even now we're off limits. On either side, fences and signs forbid our passage...something about beach reconstruction. Don't ask. We can't figure it out either.

But it doesn't matter. A fence came to an end, a sign had been uprooted and lay face down on the coastal desert floor. Chuck lifted its edge with his foot, read the same old message and let it drop. Ignorance may be no excuse, but sometimes it does pay off. We ignored the sign.

Only a few beach stragglers remain

as we launch the little Vader-style aileron planes. And only a few of them have the mental energy to look up and smile. A couple of groups come by, and we answer the aileron, rudder, elevator, radio and "How much do those things cost?" questions for the 1,001st time.

Then, they're gone. Only the gulls and two high-mileage kids with their toy airplanes are left to frolic in the ridge lift over the waves.

South, upwind, the bluff goes higher. We use it to gain 200-250 feet, then bank into our best "Bridges of Toko Ri" downwind bombing runs. Nose to tail, the planes zip by at warp speed, barely at bluff level, and pull up into long, high-speed, slow-motion rolls followed by huge split-Ses.

Chuck amuses himself by feeding in some down elevator at the peak of the split-S to carry the delayed downwind maneuver even further. It's a beautiful stunt, and its lazy duration (and his ability to get away with it) seems symbolic of our freedom to trespass and enjoy the natural attributes of the site.

I get harrassed by a cranky seagull, then find revenge on the next pass. An unsuspecting gull suddenly finds himself locked in my sights. Startled, he banks sharply seaward, but the strange wooden bird stays on his tail. He dives, cutting back and forth, trying to shake the unidentified attacker, but (much to the pilot's surprise) the sailplane is able to shadow his every evasive tactic. Finally, the gull makes a low level run for the ocean, just skipping the wave tops, and the pilot, satisfied that justice has been served, returns to the security of the bluff.

We're lucky. We have found the perfect day at the perfect site. If we go back next weekend to spend an afternoon, it's likely that a park ranger, sheriff, lifeguard, someone with a badge and nothing better to do than interfere with our freedom, will send us on our way. But for now, we've got it made.

Charlie Morey



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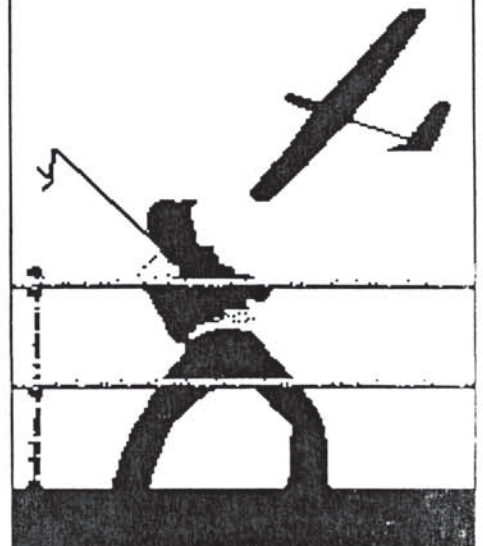
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SSN Groundcrew

Auger-In Expert
Charlie Morey

High-Speed Inverted Extrovert
Chuck Korolden

Perplexed But Amazingly Patient
Marcie Berriz

Flight Instructor Extraordinaire
Tipstall Wingover, III

EDITORIAL CONTRIBUTIONS are much welcomed. Unfortunately, we can't pay for them. Editorial material is selected based on its perceived value to the slope soaring community, and the publisher assumes no responsibility for accuracy of content.

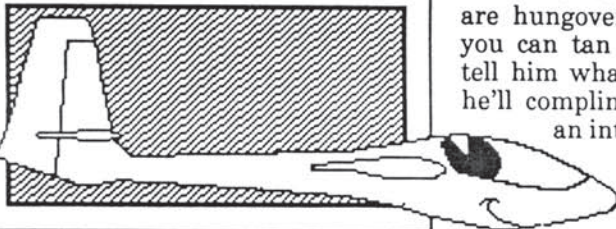
CLUB CONTRIBUTIONS are welcomed. Please keep us notified of your club's events and/or fun flying activities. Material printed will be selected at the discretion of the editors, unless the club has arranged in advance to publish a regular monthly column. For a \$40 per page per month charge, CSSN will print all your club news.

ALL CONTRIBUTIONS should be addressed to SSN, c/o Charlie Morey, 2601 E. 19th St., #29, Signal Hill, CA 90804. All contributions requested for return must be accompanied by return postage. The editorial deadline is the 15th of the month preceding the cover date. All material is subject to editing and revision as necessary to meet SSN requirements. We can accept Ascii text files over the phone or work with your IBM-compatible 3-1/2" or 5-1/4" disk. Please call first for details at 213/494-3712. Don't get depressed if you get our answering machine. Just leave your name, phone number and the purpose of your call, and we'll get back to you.

ADVERTISING inquiries should be addressed to SSN, c/o Charlie Morey, 2601 E. 19th St., #29, Signal Hill, CA 90804, 213/494-3712.

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Reasons Why You Should Encourage Your Mate To Fly R/C Slope Gliders*

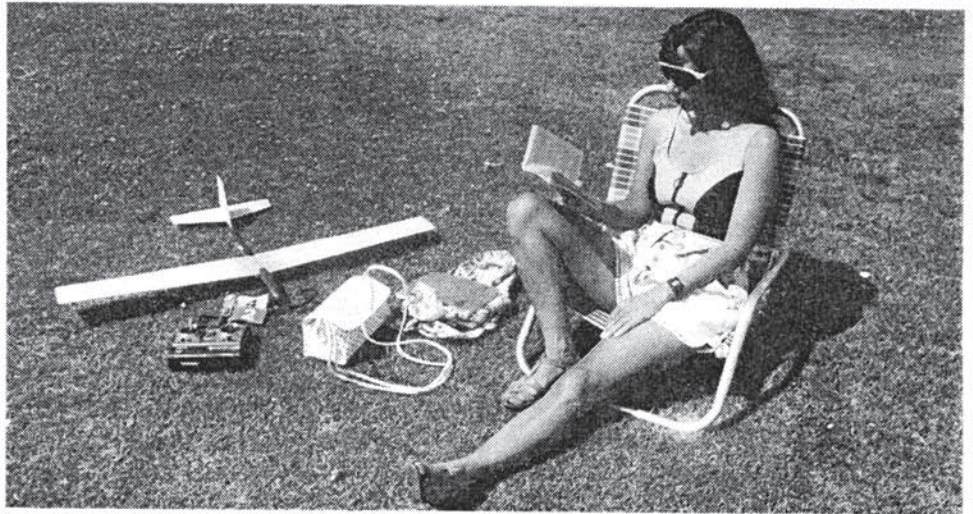
BY MARCIE BERRIZ

--Because when he complains that you spend too much time doing lunch jabbering with your women friends, you can remind him of how much of the time he's at the bluff he's actually flying and how much time is spent jabbering with his flying buddies.

--Because when he moans and gasps about the \$200 you spent on new aerobic clothes and shoes, you can

got angry after the beer bottle he left on the wood coffee table stained it, you can recount the time he yelled at the model-store owner who sold him a kit with one wing 1/16" shorter than the other.

--Because while he spends hours in the garage sanding, gluing and assembling, you can lie on the couch and read the latest Jackie Collins novel, *Runner's World* magazine or



Believe it or not, there are advantages to being a slope soarer's companion.

point to the entry in the checkbook for \$300 for the new Super Duper Whatever he just bought.

--Because when he teases you about how long it takes you to put on your make-up and blow-dry your hair in the morning, you can answer that he spent three evenings hand-painting the pilot's head that now perches in his glider.

--Because when you're exhausted from working overtime all week or are hungover or just feel plain lazy, you can tan in the sun at the bluff, tell him what a great pilot he is and he'll compliment you for taking such an interest in his hobby.

--Because when he says you're too fastidious because you

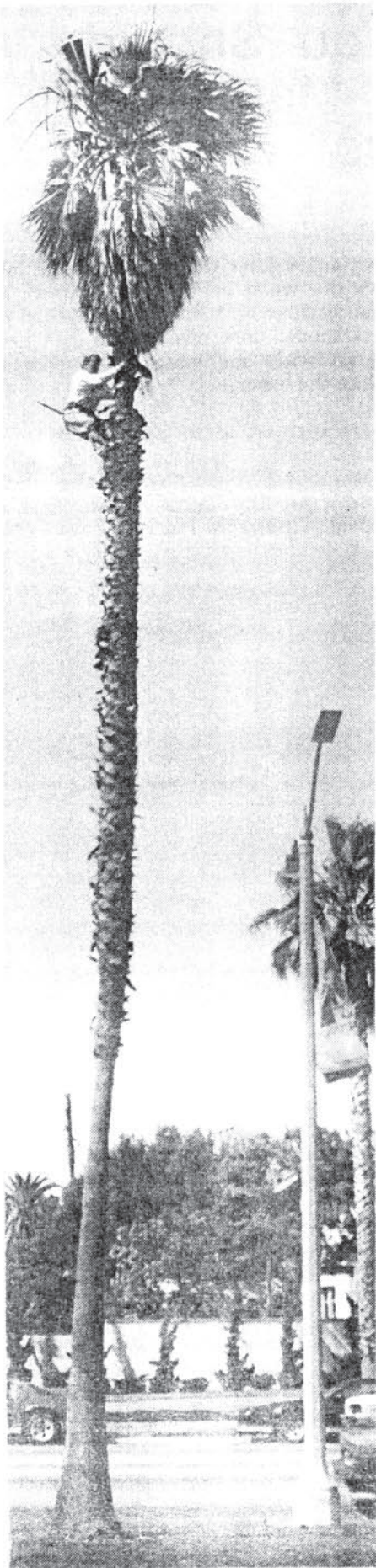
an issue of *1001 Home Ideas* without interruption.

--Because if he points out that your clothes take up two-thirds of the closet space and that it's not possible for one person to wear so many shoes in one lifetime, you can ask him how many lifetimes it would take him to build all the kits currently in the garage and when he's going to make room for your car to fit in there.

--Because most of the time when he comes home after flying, he feels happy and gives you a hug and a kiss. (Of course, you stay well out of his way when you see him walking up the driveway with his new pride-and-joy in two or more pieces.)

*Pilots, you may not want to show this article to your mate!





Dr. Death Rescued!

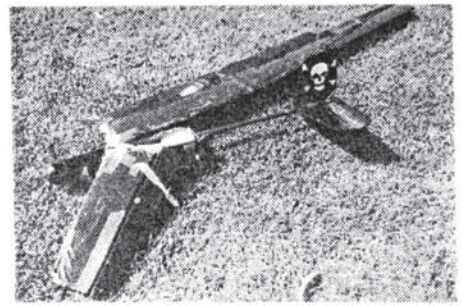
Dr. Death is MIA! The news spread quickly along the Long Beach slope-society grapevine. Don Autry, owner-pilot of the infamous "Dr. Death" pod-and-boom combat ship, had attempted to knock another flier's polyhedral floater loose from where it had lodged at the top of a local palm. In the process, he managed to stuff his own glider firmly among the fronds.

On Saturday, July 23, Autry staged a daring rescue mission. Wearing borrowed pole-climber spikes and harness and carrying a telescoping snake stick, he scaled the palm to reclaim the remains of the black-Monocoted Vader pod plane. The sweltering 90-plus-degree heat hampered Don's long, slow climb and descent, but his mission succeeded. Dr. Death, tattered and missing its battery pack, was plucked loose and lowered gently to the earth amid the cheers of an appreciative audience. The war will resume as soon as Autry builds a new wing.

De Latest De Weese Design

"Oh, just call it Number 10, or 12, or something like that," Armand De Weese responded when asked for the name of his latest creation. The master model builder and avid experimenter extraordinaire always

Armand De Weese's sleek design features coupled elevator and flaps.

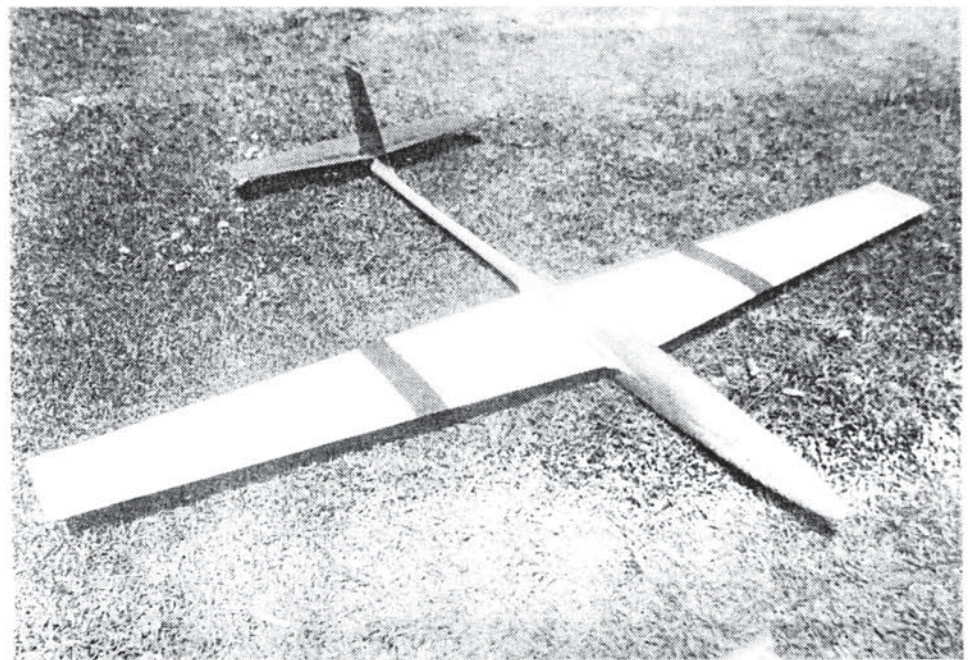


Tree-totaled: But Dr. Death lives!

brings innovative designs to the Long Beach, Point Fermin and Pomona slopes. Number 10 or 12 was no exception.

De Weese shaped the attractive 37" fuselage from balsa, then added a fiberglass skin for strength. The wing is fiberglass-covered blue foam -- no wood used at all -- shaped using the lower foam core bed and the vacuum-bagging process. The 44" wing measures 6.7" at the root and 4" at the tip. The airfoil changes from an Eppler 226 at the root to an Eppler 228 at the tip.

Designed for aerobatics, Number 10 or 12 features coupled elevator/flaps. The elevator and flaps are both trimmed at "0" to give a slight downward glide. Level flight requires up pressure on the stick, but inverted flight requires only the same amount. "You're always flying it," said De Weese, "but it works exactly the same whether rightside up or upside down." The plane performs very clean aerobatic maneuvers, rolling axially



with its mid-fuselage mounted wing and losing no altitude (or requiring excessive elevator compensation) in the process.

A fringe benefit of the clean design is its speed, noticeably faster than its designer had anticipated.

R/C Swap Meet

Radio Control Show, Sell & Swap

Saturday, September 17, 1988

10:00 a.m. to 5:00 p.m.

Building #14

Orange County Fairgrounds

Costa Mesa, CA

General Admission: \$5.00

Advance Tickets: \$4.00 (four or more)

Consignment Table, call for info

Door Prizes, Raffles

Grow Productions

714/674-1773

Please tell 'em you heard about it from Slope Soaring News!

Silhouettes on the Slope

If all goes well for Doug Hertzog, his sleek slope soarer will one day be sitting on your dealer's shelf. The 43" Silhouette features all-wood fuselage construction with sheeted foam-core wings. Doug is working out the final wing design right now, and he hopes to have it kitted in a few months.

"It's made to compete with the Son of Savage, to sit right on the shelf

Doug and copilot Troy Hertzog, testing the latest Silhouette prototype.



Bluff Cove's WWII warbirds: Designed for expert builders and fliers only!

beside the S.O.S. and be bought by the same people," said Hertzog. Every weekend we see him at Long Beach, testing new wings for speed, inverted flight and basic aerobatics. The plane looks good, but Doug's not satisfied, yet.

Warbirds!

If you're into power scale slope gliders, you won't want to miss next month's Power Scale Special. Until then, here's a hot tip for anyone interested in owning a Spitfire Mk. 15, Messerschmitt 109 or a P-63

Aircobra. Contact Chuck Allen at Chuck's Model Shop, 14005 Hawthorne, Hawthorne, CA 90250, 213/644-5000. Paul Masura and Brian Laird of Slope Scale make partial kits, and Chuck sells 'em. An additional \$20 for wood and finishing materials is required to complete them.

But be warned, the \$60 kits are intended for expert builders and pilots only. They're very fast flying, heavily wing-loaded models. As their designer says, "They're definitely for high-lift places."

ModelNet: The Modelers Computer Network

If you own a personal computer and a modem, you can access the AMA's electronic bulletin board called ModelNet on CompuServe. You can send electronic mail to AMA Headquarters. You can locate and read current AMA news, contest schedules, and other helpful information. You can participate in an aeromodeling message board, and join online teleconferences with other modelers around the world.

To use ModelNet, you need (1) a modem to connect your computer with your telephone and (2) terminal software to allow your computer to send and receive information. Almost

all personal computers offer these features; some come with them already built in. You will pay an initial fee to subscribe to CompuServe, which will give you access to all their services, including ModelNet. Then you will be charged for the amount of time you spend connected to the service. CompuServe has local phone numbers in all major cities in the U.S. and Canada, and can be accessed through several telephone networks, so there should be no extra telephone charges for the time you spend online.

Many modems that are sold include free sign-up kits for CompuServe, which will save you the initial subscription fee; ask your computer dealer. You can get complete information by calling CompuServe at 800/848-8990.

Once you're online, it's easy to communicate with AMA. Their Easyplex (electronic mail) address is 76703,3041. You can send and receive private mail through Easyplex; type GO EASY to access the service.

Typing GO MODELNET gets you into AMA's area of CompuServe. ModelNet has a message board section where members leave and read messages on different topics. You might be looking for a used sailplane or have a radio you want to sell; leave a note to Suptopic 9, the Swap Shop, and everybody will see it. You can post announcements of your local contests or club activities to Subtopic 1, AMA Business. ModelNet has a Data Library where you can read all sorts of articles, files and

computer programs. The AMA Contest Calendar is stored here, and updated twice each week. There are articles available that won't appear in print until months later; the authors put them in ModelNet for you to read before publication. Kit reviews, helpful construction tips, even programs to plot airfoils are all stored in the Data Library.

Once a week, there's an Online Conference on ModelNet. Everyone goes into the Conference area, where the lines you type pop up on everyone else's screens with your name in front. Conferences have been held on special topics and with special guests, but most are open discussions on a wide range of topics. It's like a conference call with 20 or 30 other modelers.

If you have any questions, please call Doug Pratt at the AMA Headquarters, 703/435-0750.



Summer school was never like this!

Absolute Beginners

The oldest kid in this picture is Bob Ratzlaff, owner of Wilshire Model Center. The other two are registered in Wilshire Model's summer-vacation introduction to modeling. For \$425, your favorite young guy (or gal) gets a


Futaba Conquest four-channel radio, a Wanderer kit, five weeks of supervised building instruction and assistance, no-limits flight training and a student soaring contest at the end of the summer. Watch for 'em at Malibu.

Totally Annular!

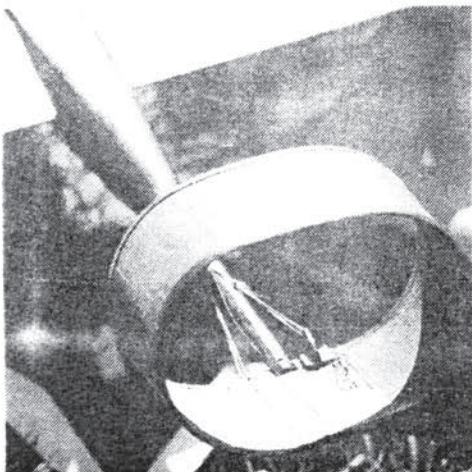
Looks like a tube tail to us, but creator Terry Abell says it's annular. We suspected he was talking dirty until our handy Webster's dictionary came to the rescue with "of, like, or forming a ring." Now we get it. This annular tail is hinged at the front edge and is pulled up or down with a pull-pull system of tensioned strings to eliminate linkage slop. He's built it both in balsa and clear plastic.

The tail is definitely trick, but Abell's little S.O.N., or Son of Ninja, doesn't stop there. It's a wingeron ship with large wing and tail surfaces and a small, short fuselage. It'll turn almost within its own length!

"The trick is that it has a very thin wing, and it's a very light airplane," Terry explains. The little S.O.N. has a six-ounce wing loading and flies on a modified Jack Chambers JC-14 airfoil. The 7.6%-thick 'foil is semi-symmetrical at the front, then goes undercambered at the trailing edge. Terry's modification simply makes it into a flat bottom.

The S.O.N. isn't kitted. Abell helps a selected group of proteges build them to spec. The white one shown here belongs to a student. It features a wing that's 1/32" thinner and a conventional tail design. 

Terry Abell's S.O.N. sports this "annular" or tube tail. Terry's protege opted for a conventional tail on his S.O.N.



Chuck It!

Welcome to SSNI! Here's what we're all about and how you fit in.

There are many different types of flying in the world today, so here in the latter part of the 20th century we get to see a lot of new stuff. And not all of it comes out of Hughes or Northrup. In the last two years, at the slope where I fly, the advancements have never been more prolific or functional. The lift isn't the best, so design is very important, and a lot of interesting planes get built. Some actually fly, a few fly great.

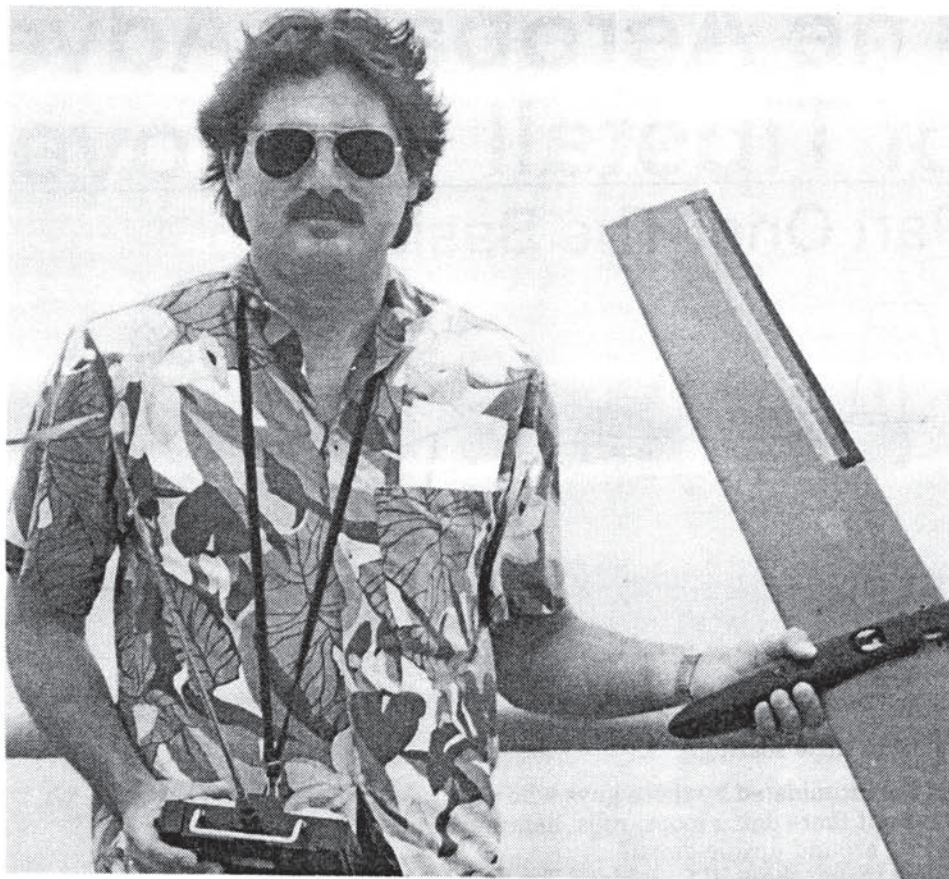
For me, it all started about two and a half years ago. For the umpteenth time, I drove by Long Beach's Bluff Park on the way home from work. While waiting for the green light, I watched the seagulls and slope gliders trade air space in the updraft and thought how much fun that must be.

"...the advancements have never been more prolific or functional..."

Suddenly, I was snapped out of my revelry and back to the cruel world of the earthbound by the blaring of car horns. The light had turned green. But this time, instead of going home and thinking that one day I should stop and get more info, I stopped and got more info.

From that day on I was doomed to look at hills and cliffs in a different way. To this day, I can't drive up the Big Sur with out going shit-for-brains over the lift sites. The sign that reads "Vista Point 1 Mile," should read, "Lift Ahead," with an international symbol that shows a propeller in a circle with a line through it. Not to say "No power planes!", but to say, "No motors needed. This is a natural flight area."

After building several sailplane kits, it became time to do my own design. It was adequate to say the best, but it taught me more about building and aerodynamics than ten



Chuck Korolden spends most of his flying time at Long Beach testing his "Swift" and practicing aerobatics and formation flying.

books. Don't get me wrong, books are very important. A lot of experience goes into them, and every one, no matter how good or bad, has something to offer. But there is no substitute for "stick time." And hence, the reason for the Slope Soaring News.

SSN's first purpose is to share experience among slope fliers. I've flown at Torrey Pines, the Golden Gate and at many sites in between. The ideas and techniques practiced at these various sites are as numerous as the stars. By sharing these ideas with each other, we can surely generate more.

What all this boils down to is input. Input on a sport that is very much at home in California. Prevailing winds and high coastline bluffs produce a perfect place to fly like the birds. If you've got something to say about slope soaring, write us and we'll share it with our readers. And this brings up my last point.

We would love to be able to send

the SSN to you free of charge, but the cost of printing and postage is formidable. The price of paper and toner for the laser printer alone would buy a new airborne system for the many backlogged ideas we have already.

Eventually, we hope to get support from advertisers. This first issue will help determine what we can charge for ads by the reader response. If you would like a monthly update on the slope soaring scene in California, plus news on club events, building and flying how-to articles, photos, drawings and info about the new stuff we see at the slopes, then send in the enclosed subscription blank.

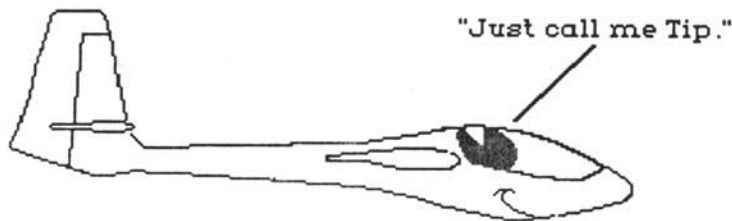
If enough people respond, we'll have good numbers to show those who would advertise. Your support, and theirs, will give life to this fledgling publication. And that will allow us to bring you the information you want to expand your flying fun.

Chuck Korolden



The Aerobatic Adventures of Tipstall Wingover, III

Part One: The Basic Loop



STEP #1: Get lots of altitude. Then push the stick forward, putting your plane into a dive. Build up enough speed to carry it all the way through the loop. Ease the stick to center once you've established your dive.

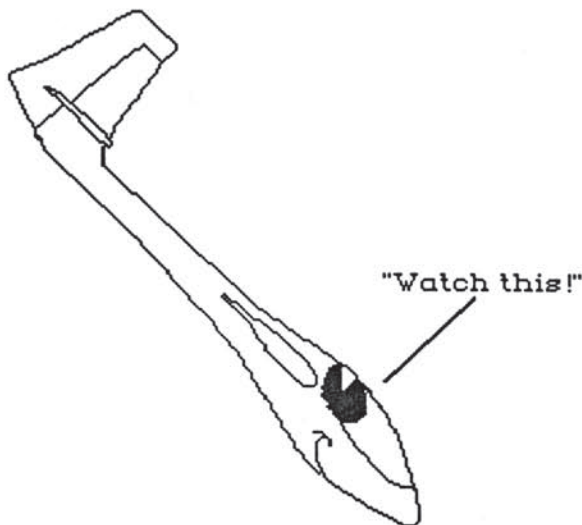


New to slope soaring?

Kind of intimidated by those guys who are always out there doing loops, rolls, hammerheads or flying around upside-down?

Don't worry about it! Our friend Tip here has agreed to teach a series of aerobatic lessons. He'll do the flying, and our editors will insert diagrams of your transmitter stick positions.

Our first trick is an easy one, the Basic Loop. With all your practice sessions, be sure to get lots of altitude, at least two mistakes worth. Then put Tip's advice to work. Good luck!



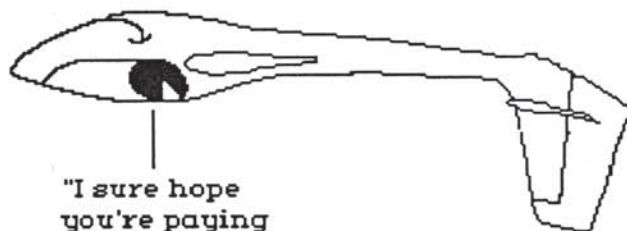
STEP #2: Pull out when you've built up enough speed but while you've still got enough altitude to mess up and still recover. Come back steadily on the stick. Watch the plane carefully. If you have any serious doubts about whether it's going to make it over the top of the loop, abort the maneuver by pushing forward on the stick and returning to level flight.



The Aerobatic Adventures of Tipstall Wingover, III was created by Charlie Morey, 1988. Reprint permission will be granted upon request.

NOTE: Instructions are to be considered guidelines only. Due to the differences among sailplanes and their owners' setup preferences, stick positions can only be approximate.

Flyers must observe their planes' flights and compensate accordingly.



"I sure hope you're paying attention!"

STEP #3: Hold the stick steady throughout the loop, keeping a close eye on your plane. By now, you're committed, but you may feel the urge to tighten up (pull back) more. Go ahead, if it will make you feel better, but your ultimate goal is to scribe a perfect circle. Practice, practice, practice.

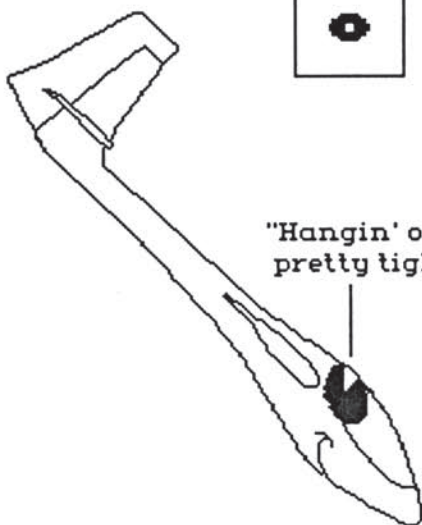
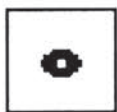


"This is my favorite part!"



"Last chance to bail!"

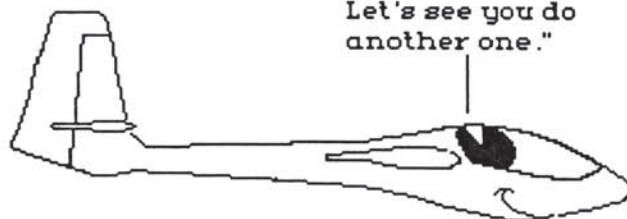
STEP #4: Ease off as you come through the bottom of the loop. Let the stick center. If your plane's trimmed right, you'll return to level flight with just a touch of down stick.



"Hangin' onto that stick pretty tight, ain't ya?"

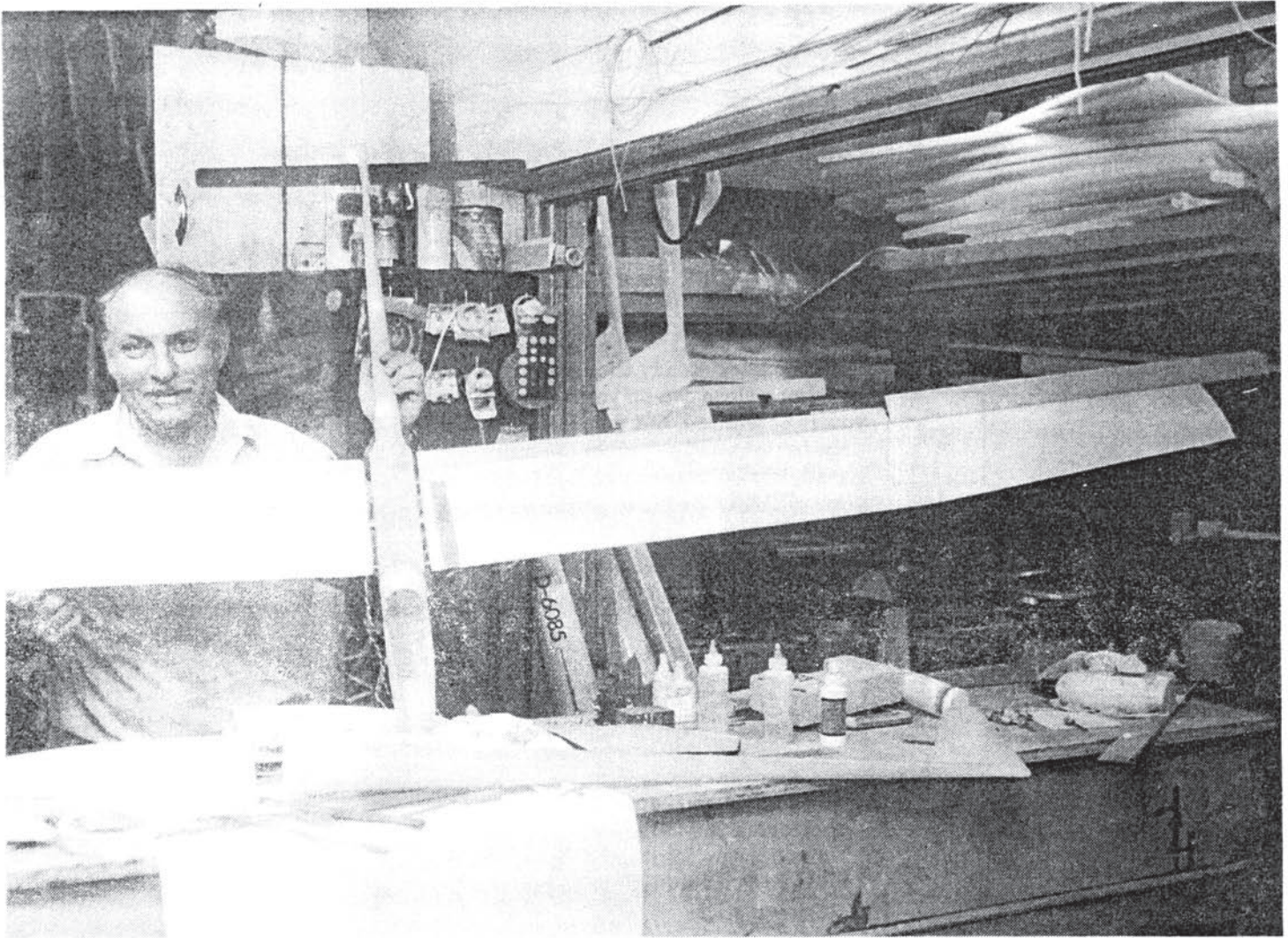


"I feel the NEED for SPEED!"



"OK, 'Maverick,' Let's see you do another one."

STEP #5: Dry off your sweaty palms, and pat yourself on the back. Good job!



Bare-bones beauty. Vince Parizek holds up this German-style Flair F3B. It sports flaps and a Quabek 1.5/9 airfoil. The Flair is also available in the full Slope Racer version with a thinned Eppler 374 and air brakes.

Santa Monica Sailplanes

F3B Technology, Made In The U.S.A.

By Charlie Morey

We're standing around in the back room of Bob Ratzlaff's Wilshire Model Center. It's lunch time, and Vince Parizek of Santa Monica Sailplanes has taken a break from his German auto repair business to engage in his second-favorite hobby, talking about radio control sailplanes.

Vince's first love is scale. In his tiny model shop, the wings and fuselage of a disassembled 4.4-meter Salto sailplane reach from floor to ceiling in one corner, and on any Sunday, you can find him at Sylmar putting the huge V-tail through its paces. In

addition to the nonscale high performance ships we're about to describe for you, Vince also offers a 4.0-meter ASW-17, a 4.2-meter ASK-23 and, of course, the Salto.

"The Twister is for fun flying," Vince shrugs before revealing a beautiful 2.8-meter wingeron machine that would be considered high-tech on any American slope. It's his bottom-of-the-line sailplane. Vince Parizek is from Germany where R/C soaring is much more popular than here in the U.S. When he moved here, he missed the performance and quality of the German planes, so he began to

produce them himself.

The Twister sports an under-cambered Eppler 387 airfoil. "It's a very good thermal ship," Vince says. But the unique wingeron design, where the entire wing pivots to turn the plane, takes the Twister far beyond the scope of an average American polyhedral floater. A wingeron plane can turn as quickly as an aileron ship, yet the wingeron design doesn't alter the airfoil shape inducing excess drag as a deployed aileron does.

Each wing on the Twister is driven by an individual servo, a sound plan since the full movement of the wings

could overload a single servo. But there's another benefit. With proper radio mixing, the angle of attack can be adjusted during flight! Want to pick up some speed? Crank the wings forward. Want to land like a feather? Gently pull back, and the undercambered airfoil lets the Twister float in slowly. Mixing can be accomplished either by a sophisticated transmitter with built-in mixing or by an onboard Christy mixer (available from Ace R/C) and a standard radio. The foam-core wings come fully sheeted; you just glue on the leading edge and wingtip stock and sand it to shape.

For a "fun plane," the Twister could be all many of us need. Typical of Santa Monica Sailplanes, the fiberglass fuse is an absolute gem.

Parizek's high-performance model is called the Flair, and it's available in so many configurations, you're almost designing your own sailplane when you order one. They come with full controls: rudder, ailerons, elevator and either airbrakes, flaps or spoilers, depending on the model.

There are three Flair models: the Flair, the Flair Slope and the Flair F3B. All three are based on a stunning three-piece fiberglass fuselage. The main part of the fuse starts at the tail and ends abruptly just ahead of the wings. With the fuse left wide open, control cable installation is an easy job. Two concentric nose cones complete the assembly. The inner cone can be cut or modified in any way to accept your radio gear before it's epoxied in place. Then, the outer cone streamlines the nose, yet is easily removable for access to the inner workings.

Another practical consideration: Every piece of a Santa Monica Sailplane can be purchased individually. Stuffed the nose into the ground? You don't have to come up with a whole new fuse, just get a new cone!

The basic Flair has a 2.5-meter span and an Eppler 205 airfoil with spoilers. Like its more sophisticated brethren, it features wing construction of foam cores, carbon fiber reinforcement and a choice of obechi wood or hardwood veneer sheeting. The wings come fully built and sanded in the Slope and F3B versions. The basic Flair kit comes, like the Twister, with sheeted wings, but you install and finish the leading

edges and tips.

The Flair Slope is a 2.8- or 3.0-meter ship with a choice of three airfoils: Eppler 205, Eppler 374 or Quabek 1.5/9. The Eppler 205 has long been a popular choice among high-performance thermal flyers in the U.S. The 374 is generally recognized as an excellent airfoil for slope flying or high-performance thermaling. And the Quabek is current state of the art in the European F3B competition. Designed specifically as a slope racer, the Flair Slope is equipped with airbrakes, rather than spoilers or flaps, for safer landings.

The Flair F3B comes in 3.2-meter span with the same choice of airfoils as the Flair Slope: E-205, E-374 or HQ 1.5/9. Flaps are employed for landing control and increasing lift in the duration part of the F3B multitask competition.

Considering the economical reality of the weakened U.S. dollar and the ever-strong German deutsche mark, Vince's planes could be the answer

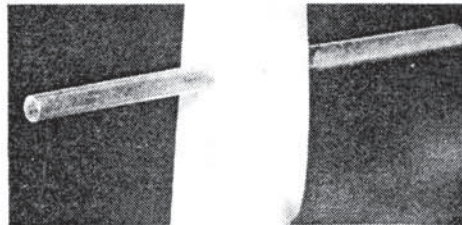
for performance-hungry Americans. German-built F3B-class kits may cost \$600-\$1,000, but the Santa Monica Sailplanes Flairs range from \$225 to \$375. The Twister is a reasonable, considering the quality, \$175.

The Flairs come with an almost bulletproof guarantee. "They're indestructible on the winch or in any aerobatics," Parizek said. "Of course, we can't guarantee against the crash."

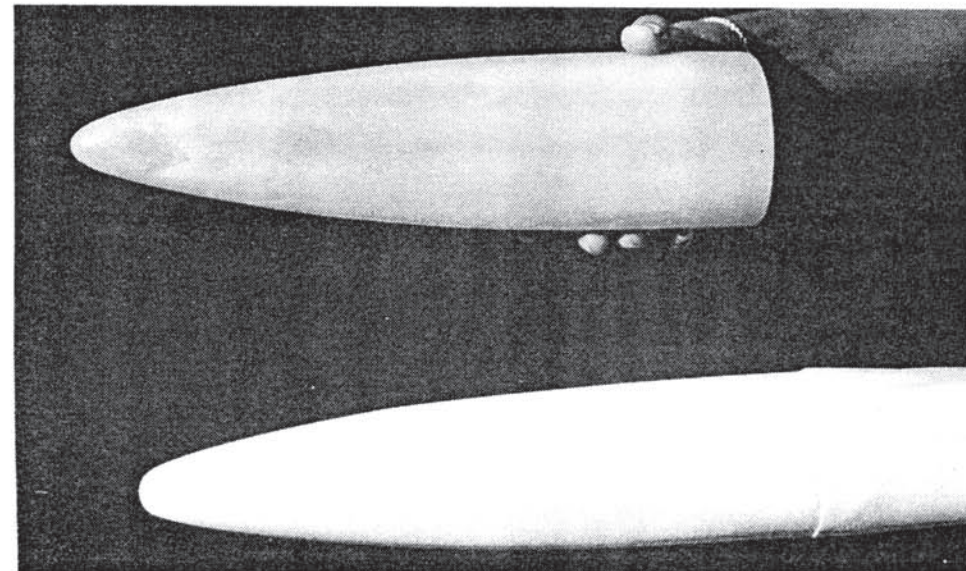
Vince has teamed up with Bob Ratzlaff and Wilshire Model Center. Parizek produces the sailplanes, Ratzlaff provides the retail outlet.

Of course, with a one-man, part time sailplane factory, there is a production limit. At present, Vince works on a one-month delivery time. Considering that you'll get a handmade, state-of-the-art sailplane that equals or betters European standards, it's well worth the wait.

Wilshire Model Center
2836 Santa Monica Blvd.
Santa Monica, CA 90404
213/828-9362



Above left: The wings are guaranteed not to fold under any conditions, except (maybe) a crash. With this carbon-fiber filled brass tube, it's easy to see why. Above right: Here's the front end of the fuselage before nosecone installation. No tweezers needed here to locate your control linkage. Below: Here's the three-piece nose system. The inner cone has been fitted into position. That's the one you cut up for radio installation and epoxy into place. Then the outer cone slips over to keep things smooth.



Dick Vader's Amazing Pods

Small slope, tiny planes, big-time performance!

By Charlie Morey

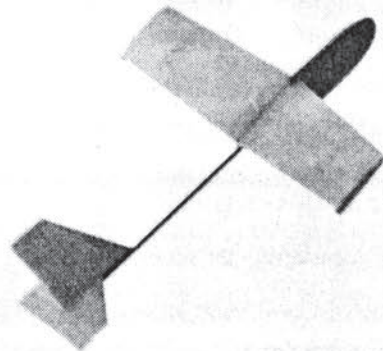
It's Sunday at Long Beach, and as usual, everything's packed: the bay with sailboats, the beach with baking bronze bodies, the bluff with brightly colored gliders. It's warm and sunny. A steady breeze paints

patterns on the water and sends the day sailors tacking off across the bay.

A man picks up his small, black and natural-wood sailplane and steps up to the handrail that runs along the bluff. Dick Vader glances each way to check traffic in "the slot," then casually flicks the 42" aileron ship

skyward at a 45-degree angle. Before the plane reaches the apex of its launch, Vader's hand has returned

Dick Vader builds and flies some of the most aerobatic planes on the Long Beach bluff. And he proves it everytime he tosses one off!

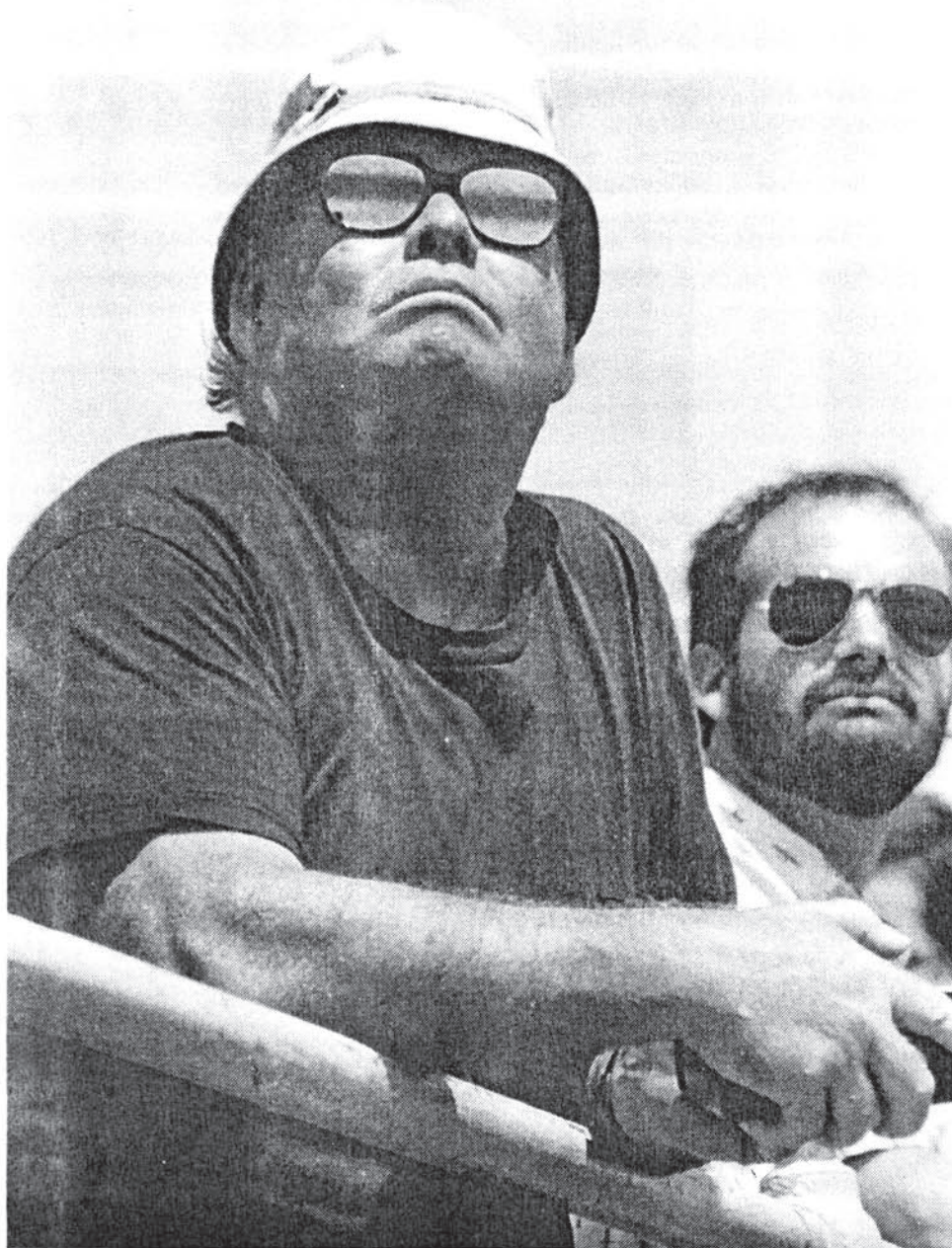


to the stick and twisted the glider through an aileron roll and a half. The "half" comes just exactly at stall. The little pod-and-boom model stops, noses down, then falls in a slow quarter roll straight toward the dirt slope. At the last second, it pulls out, clipping a few weeds in the process, and aims skyward again. A lazy half-roll brings it to stall, and again, it noses downward. This time it pulls out inverted and wanders off down the slope zig-zagging through the slower traffic, upside-down.

For the next 15 minutes, bystanders are treated to a cross between a miniature aerial ballet and a Top Gun strafing mission as Vader slaps the stick around with his right thumb and nonchalantly chats with a curious spectator.

The Vader planes have become a standard at Long Beach. It's a small slope, a bluff perhaps 60 feet high overlooking the public beach, so there's not much lift for big planes.

"The landing area is often occupied by picnickers, joggers, dog walkers, sun worshippers and playing kids. Dick's little planes fit into the scheme of things perfectly."



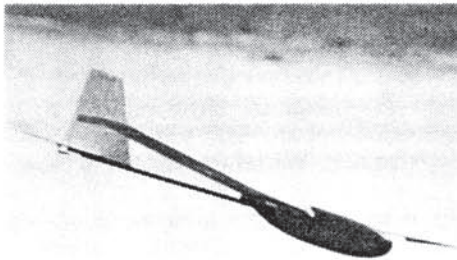
The landing area is a grassy park bordered on one side by bustling Ocean Avenue and on the other by a pedestrian walk with that unforgiving iron handrail. The landing area in the middle is often occupied by picnickers, joggers, dog walkers, sun worshipers and playing kids. Dick's little planes fit into the scheme of things perfectly.

The Vader phenomenon is an example of perfection through R&D, trial and error, pure tenacity, refinement of a single design...pick

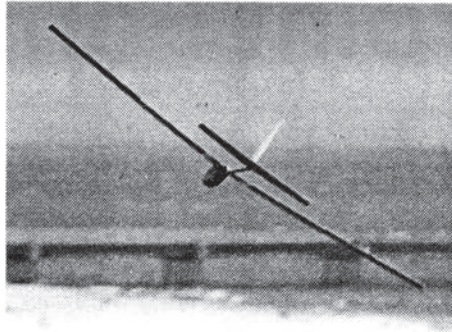
"Nothing could be homelier, but in every case, they're ultra-performers."

one or more. Dick came up with his first pod-and-boom design around 25 years ago, inspired by Frank Zaic's books. The original plane weighed one pound, compared with his latest eight- to 10-ounce versions, and sported a solid wood, dihedral wing. The pod was carved from balsa, and he used a piece of fishing rod for the boom.

In 1970, he left model building for several years, more interested in the art of goldsmithing and his religious



pursuits. He'd made a 36" polyhedral ship and gave it to his friend Jack Chambers, the man who designed the airfoils Vader uses today. In 1980, he started up again with a new variation. The pod was still carved from a balsa box built around the radio, but now it was covered in fiberglass. A fiberglass arrowshaft formed the boom. Steadily, his materials evolved away from hobby-kit standards. Now, he uses space age plastic and carbon fiber. A Long Beach man, Jim Slatt introduced Dick to the vacuum-



forming process in 1985, and today his fuselages are made of .090" styrene with carbon fiber arrowshaft booms.

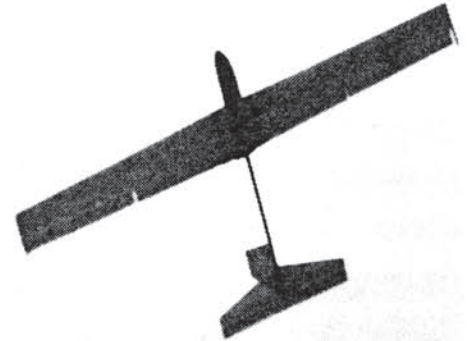
One thing has never changed, the Vader flying style. Whether at the stick of a quick little 32" aileron model or a "stately" 50" polyhedral ship, Dick designs 'em to tie knots in the sky. His polyhedral models feature a double break in the wing to aid the roll rate, and roll they do, with ease!

He makes them in several sizes and configurations, from 32" to 50" spans, aileron or polyhedral. He vacuum forms the black styrene pods, mates them with black carbon fiber arrowshafts, finishes his 4-6 lb. balsa flying surfaces with clear, thinned epoxy, then holds it all together with rubber bands and fillets of slow-drying cyanoacrylate. Nothing could be homelier, but in every case, they're ultra-performers!


The solid wood wings never fail to surprise the first-time admirer. Hand sanded from 1/2" X 3" balsa, two pieces laminated together and trimmed to the correct chord for the

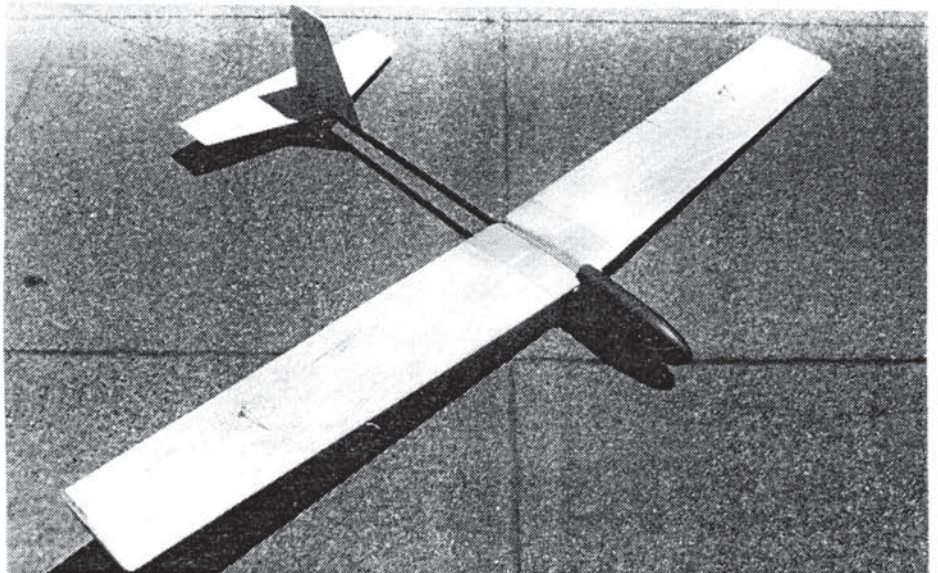
particular model, comprise the main wing structure. A hardwood leading edge is added for strength and impact resistance. Vader buys his light (4-6 lb.) balsa from Lone Star Models, 1623 57th St. Lubbock, TX 79412, 806/745-6394.

Dick uses Jack Chambers airfoils exclusively. Chambers created a series of very thin airfoils ranging from 5.9% (JC-13) to 8.75% (JC-15) thick. Vader uses the 7.0% JC-20 for his aileron models and the undercambered 7.0% JC-18 for his polyhedral floaters.



The Vader planes aren't available in kit form. He personally builds every one. The waiting list consists of a wad of paper scraps that travels around in Dick's pocket from the slope to his shop and back again. Occasionally, he'll feel the urge to create, and a few new Vader planes will emerge. If you've talked with him about it, and if you're lucky, he'll walk up to you at the slope one day and ask, "Did you want one of my planes?"

The answer is always yes. 



Site of the Month: Point Fermin Park

By Chuck Korolden

As a monthly feature, we'll pick a flying site and give you a brief description. We'll include location, prevailing winds and other important info, like if the site is controlled by a flying club or not. Some places require that you have your AMA card or join their club to fly there.

This month we go to Point Fermin Park. Point Fermin is located on the Palos Verdes peninsula on the San Pedro side. There are a lot of trees and picnic tables in the main part of the park, but all the flying is done in the northwest corner.

From the San Diego Freeway (I-405), take the Harbor Freeway (I-110) south to the end where it will

dump you onto Gaffey St. Take Gaffey south to the end and turn right on Paseo Del Mar. To your right is a fenced-in field; this is where you land. About 100 yards further on your left is the flying site. If it's a good day and not too late you'll see other people flying. Further down the road you can turn around and park on the flying side of the road.

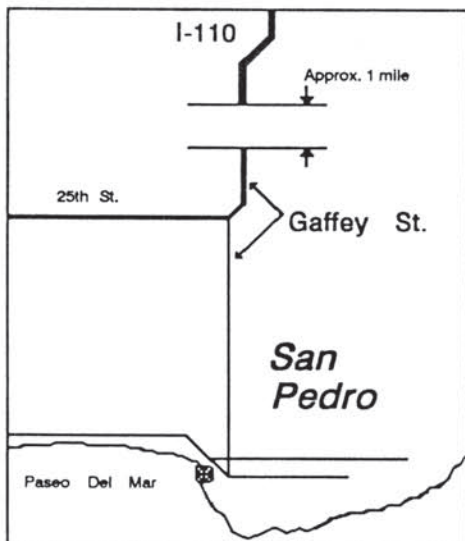
What's the place like? The lift is so good you could fly a brick if it was trimmed properly! The cliff is 200 feet up from the water, so the air gets a lot of momentum on its way up. The cliff faces due west, right into the prevailing wind. The flying usually starts to get good around noon or 1:00 p.m. From late summer to early fall, facing the afternoon sun

Point Fermin Park can be a problem, so bring dark glasses or a good sun shield, the kind that fits on the transmitter's antenna.

All types of planes fly well at Fermin, but because of the landing area, a rugged aileron ship is recommended. The rotors are very strong and the field is filled with hidden rocks, so flying a classy ship that is your pride and joy should be done with care. I'm not saying don't fly a nice plane here, I'm just letting you know the pros and cons of the area.

If you've never flown in big lift, it's worth the adventure just to find out what your plane is capable of doing. The first time I flew one of my speed jobs there I crashed after only a few minutes (my screw-up, the dreaded thumb glitch), and after all the trouble I went through to get my plane back, I still felt it was worth all the trouble.

The people who fly there, on the whole, are very nice and willing to help out as long as you don't come as an ass. Remember, when you go to a new site, the people you find there probably fly at that spot on a regular basis. They have their own unwritten rules on what's expected of a pilot. If you can't feel out what is going on, ask questions. Nine out of 10 times you'll get the info you need and some respect. Whether you're a beginner or a seasoned pro a little respect can go a long way.



Site Check List

Point Fermin Park
San Pedro, CA

- Slope faces: West.
- Prevailing winds: West.
- Slope height: 200 feet.
- Slope angle: Vertical.
- Typical lift quality: Excellent!
- Landing area: Must land in field across busy street. Rough, hidden rocks, strong turbulence.
- Emergency landing area: Very steep hillside, small beach or Pacific Ocean.
- Recommended flying experience: Intermediate or better.

Want Ad Info

California Slope Soaring News
2601 E. 19th St., #29
Signal Hill, CA 90804

Name _____
Address _____
City _____
State _____ Zip _____ Phone () _____

Print your
BOLD HEADLINE here: _____

Print your Want Ad here: _____

Want Ad Rates

Per word charge: \$.25
Minimum charge \$5.00
BOLD HEADLINE \$1.00, 20 characters maximum.

SAMPLE WANT AD!

Here's an example of how your ad can look. It features a Bold Headline and is 32 words long. Total charge for this ad to run in one issue would be \$9.00.

Cost Breakdown on Sample Want Ad:

32 words @ .25 each.....\$8.00
Bold headline..... 1.00
Total cost.....\$9.00

Be sure to include your phone number (charged as one word). Deadline for Want Ads: 20th of the month.

Number of words _____ @ .25 each \$ _____
Bold headline @ \$1.00 \$ _____
Number of issues ad will run. X _____
Total \$ _____
Did you enclose a check or money order?
Sorry, no credit cards (yet).
Thank you very much!

Air Mail

TOP FUNI

Sir! Maverick wishes to report that Slope Soaring News is absolutely Top Gun material, Sir! Even Ice Man gets sweaty palms reading it. By the way, do you know of anyone who makes an F-15 kit?

Tom "Maverick" Snooze
USS Ghost Rider
Indian Ocean

Sorry, Mav. The only hope for your version of Top Fun involves converting one of those nine-foot Jet Hanger ducted fan kits for slope work. And your ego is writing checks your body can't cash if you think you can pull off that one! -- Editor.

GOOD OL' FUNI

Shucks, you boys have got one good little ol' slope flyin' rag here. Glennis don't like me readin' it, 'cause I get too twitchy an' restless, and she's afraid my ol' heart can't stand it. But I've got an extra copy stashed in the

head, an' I've got another subscription bein' sent to my little ol' trout fishin' camp up in the mountains for me an' Russ Schlee to enjoy while the gals ain't around. Just wanted to say thanks. Bye now!

Chuck Yogurt
Retired X-1 Driver
& TV Commercial Personality

Shoot, thanks, sir. Although we sorta doubt we'll be able to provide more excitement than a flat spin down from 100,000 feet to the desert floor with an ejection seat stuck to your face, we'll surely give it our best attempt! -- Editor.

BARON VON RICHTOF-FUN

Steathily, the trusty Sopwith Camel drifts into attack position, high and behind the Red Baron's hated Fokker Triplane . . . then, suddenly out of the sun . . . attack! Curse you, Red Baron! But thanks Charlie, Chuck and Marcie for giving me more "imagination ammunition" in every issue of Slope Soaring News!

Snappy The Beagle
In The Funnies, USA

||||| FUNI

|||||!!!! ||| ||| ||| ||| ||| |||!!!!

Woodshock
Snappy's Co-pilot

You guys get the message? How 'bout sending us some real mail for the next issue? -- Editor.

Want Ads

FREEDOM!

Freedom slope plane kit. New, never got time to start construction. Two or three channel; ailerons, elevator, optional air brakes. \$40. Charlie Morey, 213/494-3712.

CANNON MICRO SYSTEM

Four-channel Cannon micro TX, two-channel micro RX, two micro servos. No battery pack or wiring harness. Transmitter pot needs cleaning or repair(?). \$150, as is. Charlie Morey, 213/494-3712

This could be your last issue of Slope Soaring News

You're holding a rare first issue in your hands. We printed 1,000 of them to hand out free, so slope soaring enthusiasts could learn about SSN. We don't have any dealers or subscribers, yet, and we can't afford to print another 1,000 free ones.

So, this is it.
Your only chance to subscribe.

As an added incentive, if you'll send in your \$15.95 check for a one-year subscription right now -- before August 31 -- WE'LL SEND YOU THE NEXT ISSUE ABSOLUTELY FREE. Plus, of course, 12 more after that.

That breaks down to \$1.23 per issue. Consider what you can buy in a hobby store for \$1.23, then consider the slope

soaring information and entertainment you've just found in SSN. Think about the upcoming features you won't want to miss, like Power Scale, Combat, Scale, Building Techniques and many more. And all for only \$1.23 per issue! Not a bad deal, eh?

Thanks, and welcome aboard!
Charlie, Chuck & Marcie

Name _____ Age _____ Male _____ Female _____
Address _____ Number of planes owned _____ Number of radlos? _____
City _____ State _____ Zip _____

I'd like to see more stories in SSN about _____ Building techniques _____ Flying techniques _____ Planes and the people who build them (like the Vader or Santa Monica Sailplanes stories in this Issue) _____ Scale _____ Combat _____ Power Scale _____ F3B-style sailplanes _____ Other? _____

Mail to Slope Soaring News, 2601 E. 19th St., #29, Signal Hill, CA 90804. Check or money order only, please.
PLEASE MAKE CHECKS OUT TO "CHARLES MOREY," NOT "SLOPE SOARING NEWS." THANKS!

Coming Soon In *Slope Soaring News*

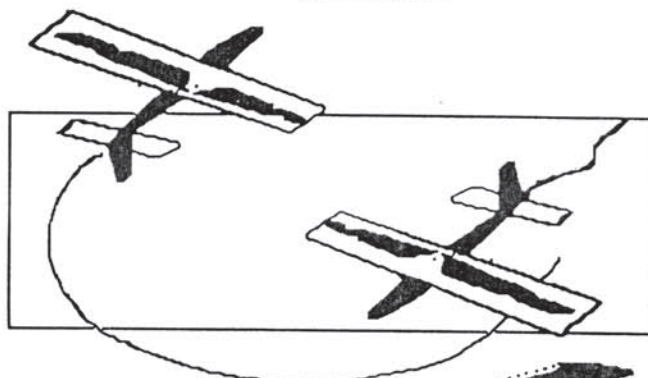
Power Scale Special

P-51s, F-16s, ME109s, F-5s, P-40s, F-4s, F-20s . . .
What's available, who makes it, how you can get it!
They'll all be here for next month's Power Scale Special.



Combat!

One-on-one in the air over California, the name of the game is Slope Combat, featuring Larry Pettijohn's built-to-play-rough Cheetah and its opponents. Only two issues away!



Scale Sailplanes!

Master model builders apply their craft to R/C soaring's giants, the four-meter-and-up Scale Sailplanes. Astounding details, graceful aerodynamic lines and sheer mass are guaranteed to impress you.

