

# **SPECIAL REPORT!**

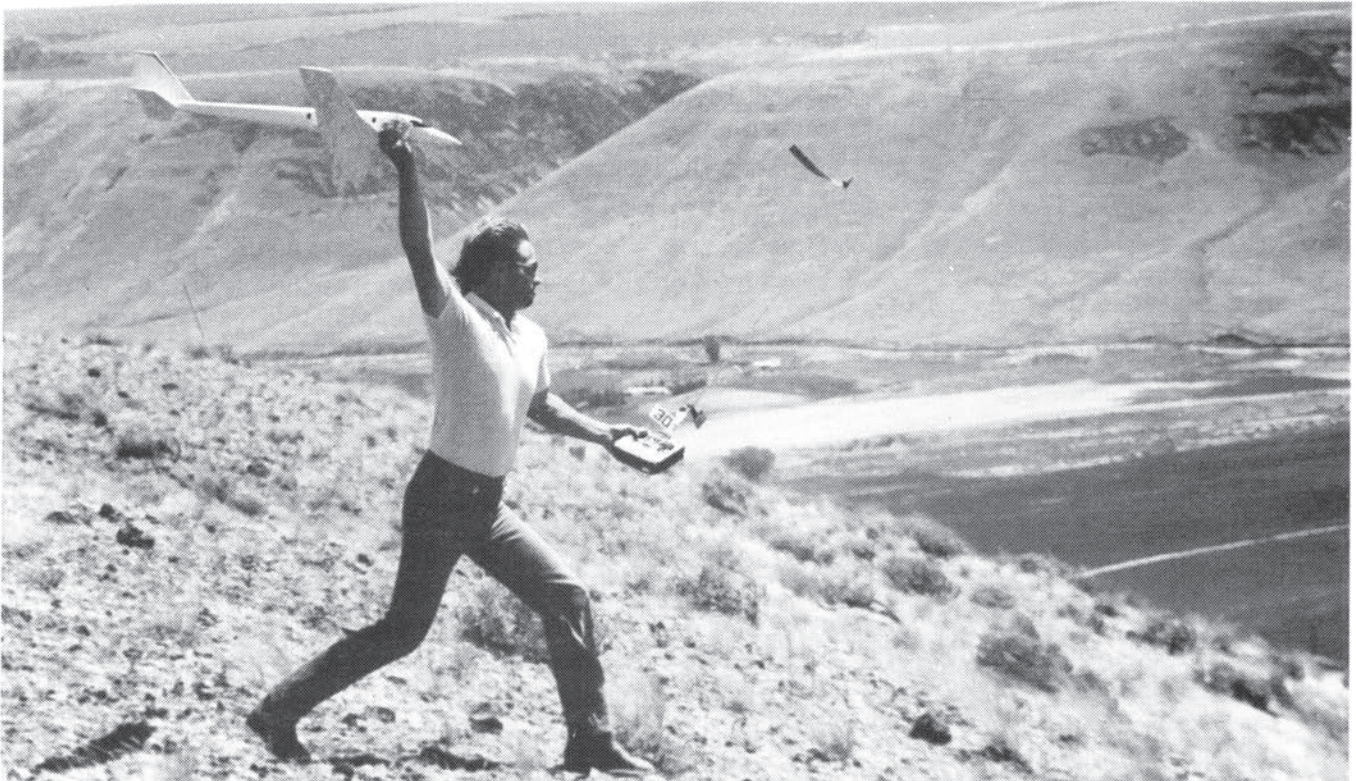
**Fun Flying, F3F Slope Racing  
at the AMA Slope Soaring Nats!**

# **Slope Soaring News**

Vol. 1, No. 11

August 1989

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Finally! Big time slope soaring at the AMA Nats! (Above) Contest Director Wil Byers launches his "private jet" slope racer into a solid breeze at Eagle Butte. (Left) Steve Turnbull copiloted the Slope Soaring News van and brought a fine flock of Pharaohs to demonstrate for the gang. (Right) Charlie pitches his Douglas Aircraft Silhouette over the edge at Kiona for his best flight of the weekend. Coverage begins on page 4.



**Soaring Margaritaville • A.R.B.'s Buddy System • Lightweight Warbirds!  
UFO Test: Odorless Cyanoacrylate Glue That Won't Eat Foam? • A 120"  
Klingberg Wing! • Site of the Month: Punta Banda, Baja, Mexico**

# Wingin' It

## A RUSSIAN FLIES RC

Steve Turnbull and I stumbled onto an unexpected adventure at the Nats. After a day atop Eagle Butte, we stopped at contest director Wil Byers' house on the way back to the hotel and discovered a young Russian there!

Nineteen-year-old Edik Kozlavski had come to compete in control-line combat. He had never flown radio control, but he showed a fellow flier's excitement in our planes and a fascination in the state of the art Japanese radio gear inside them. Apparently, Futaba doesn't export to the USSR, and the Russians' domestic radio gear isn't up the date.

It started with show-and-tell (as well as we could, constantly struggling to break through the language barrier), with Steve showing off his Pharaoh flying wings and me breaking out the Douglas Aircraft Silhouette, the J.A.D.E. Telos canard, the Cliff Hanger P-40 and F-20, and the Slope Scale Spitfire. Edik was delighted with it all!

Then, Wil told us about a park at the end of his street. That's all it took. Steve grabbed a Pharaoh, I tucked the Spit under my arm, and we hiked down to the large grassy area. As we walked, Wil greeted one of his neighbors, the only one who was outside that evening in her yard.

Steve and I took turns throwing and steering our gliders around the park. Then, Steve handed his transmitter to Edik. The young Russian couldn't believe his good luck.

"Me?!" he asked incredulously.

"Sure!" Steve replied. "You won't hurt it!"

Steve went over a basic preflight briefing using lots of sign language and the few English words Edik understood.

"Ready?"

Edik nodded his head. Now, obviously, we were putting on the spot. Imagine your first attempt at RC flight, with a borrowed plane — and a glider, at that — in front of a crowd of foreigners. Edik looked only mildly nervous, but very intense! He was concentrating with all his might to do well at this new game.

It was then that we noticed that a crowd of about 40 people had gathered to witness the event, too! Apparently

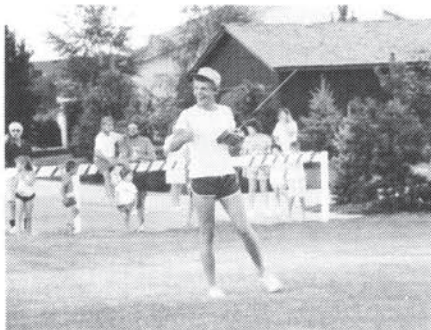
Wil's neighborhood has a superb communications system. The woman he'd greeted on our walk to the park had spread the word that a Russian was in the park with a group of those model airplane guys.

"Okay, here we go!"

Steve ran and threw the Pharaoh. You could almost see the radio waves as Edik focused on his first flight. He was amazing. Unlike most RC power fliers, he had no tendency to pull back on the stick and stall the glider. Instead, he demonstrated an excellent understanding of unpowered flight and an impressive ability to learn and apply his new knowledge. The Pharaoh soared straight out to its maximum altitude. Edik pushed the nose over the top, then set it into a gentle glide and flaired it out smoothly on landing.

Did he enjoy his first RC flight? Just look at the pictures!

Charlie Morey



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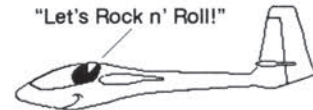
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"Let's Rock n' Roll!"



EDITORIAL CONTRIBUTIONS are 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.

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.

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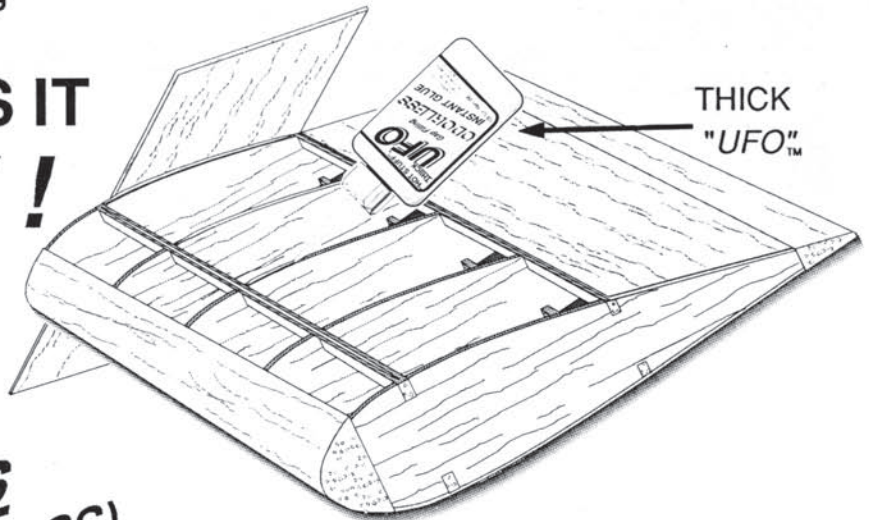
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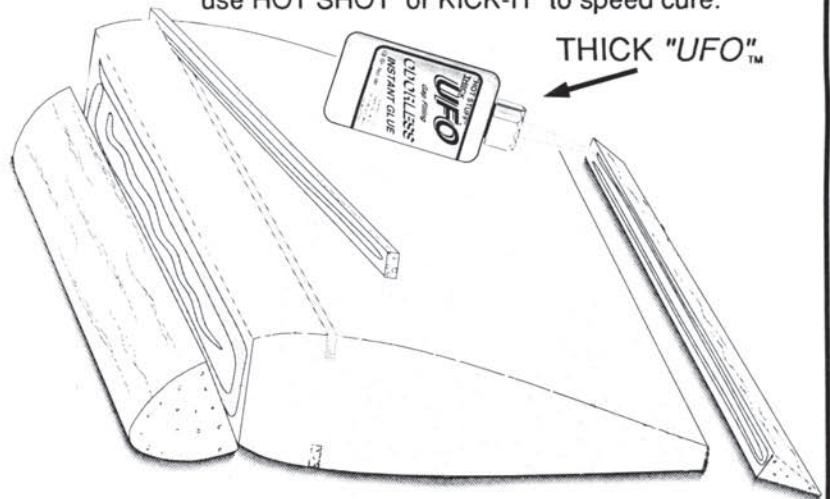
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**From here to eternity...and back!**

Wayne Stanford gives Hal Weber's F-82 twin Mustang the heave-ho off Eagle Butte for a spectacular ride in Washington's "big sky" lift. Hal put the 11-pound bird through its paces — loops, rolls, stall turns and inverted flight — before bringing it in for a perfect landing and well-deserved round of applause.

## Slope Soaring at the AMA Nats!

### Too Much Fun, Part II: Eagle Butte and Kiona Revisited

By Charlie Morey

Not being much an historian, I'm not sure whether the Academy of Model Aeronautics has ever included slope soaring in their Nationals program before. (That is, aside from knowledgeable thermal fliers who may have taken advantage of windy conditions and a hillside or tree line to stay aloft in otherwise unsoarable weather.)

But when the Nats came to Washington's Tri-Cities area, home of super-enthusiast Wil Byers and his successful scale fun fly, there was almost no way to avoid including "our" facet of the hobby. Wil has more energy than most nuclear reactors (perhaps the result of his living and working near one), and luckily for us, much of it is channeled toward promoting slope soaring.

Byers' willingness to work hard and the area's outstanding sites provided a natural combination for the two "unofficial" slope soaring Nats events: a fun fly and an F3F slope race.

#### Slim On Slopers

After seeing 100 fliers with 130 scale gliders at the Memorial Day Weekend event at Richland, I was quite surprised when only 30 showed up for the fly-what-ya-brung Nats events. On one hand, it was a pretty sad showing for slope soaring. On the other hand, the low attendance allowed each of us to fly as much as we could stand on the events' two superb slopes, Eagle Butte and

#### Gizmo loved it!

Rick Edris' cat, Gizmo, felt right at home among the gliders.



Kiona.

Wil used a single frequency board, backed up by a scanner, and was thus able to run the fun fly and the slope race simultaneously. Eagle Butte is large enough that it wasn't any problem whatsoever as long as the racers didn't overshoot the turns too far and the fun fliers steered clear of the course.

#### Back To The Big Sky

Any sloper who hasn't experienced Washington's "big sky" soaring should do himself a favor and attend the 1990 scale fun fly. The combined forces of ridge/wind, compression and thermals create lift everywhere! For those of us accustomed to flying on small hills or oceanside cliffs, it's a whole new world. You can banzai the ridge, peel out and cruise on the compression cushion and then grab a thermal and "speck out" like a thermal flier.

#### Flea-Sized Silhouette

I experienced one of my best flights

ever at Kiona on the second day. I happened to be flying my Silhouette—a 43-inch, 17-ounce aileron ship designed by Doug Hertzog—in somewhat sporadic wind conditions. Now, I'm not a good thermal flier. (I don't recognize lift unless it's hitting me in the face at 20mph!) But I'd launch the Silhouette when the ridge lift was acceptable, then head off to the right side of the Kiona bowl where thermals seemed to be working well at low altitude. I'd watch for the plane to react, then *very* gently ease the ultra-responsive little glider into a thermal turn, and up we'd go!

Once the Silhouette had a little altitude under its belly, I'd head out past the ridge point on the left side of the bowl. There, something monstrous was working! Flying right at the limits of my eyesight, I'd watch the plane go up until I got scared of losing it (all the while being coached by Canadian airline pilot Pete Marshall to go higher, "Keep going, I can still see it! Don't worry; I'll tell you which way it's going!").

Then I'd turn back toward the hill, bring it overhead and drop the nose into a terminal velocity dive (at that altitude, it would disappear completely in the head-on view!). Just off the slope, at about eye level, I'd pull it up into a set of vertical rolls (two and one-half for the light-but-clean Silhouette) or a Lomcevak aberration or some other silly sloper trick.

It was an entirely different form of soaring than the coastal cliff flying I'm used to—we generally fly close, and the Pacific Ocean doesn't generate any thermals—and it was a fantastic experience! I imagine it's a flying style much like the full-scale sailplane pilots use: find lift anywhere you can, and play it for all it's worth.

### More Bad Company

Although our numbers were small, the quality level of the gang who showed up to play at Wil's party was two or three notches above the norm. (That's *abnormal*, I guess?) Anyway, part of the Bad Company Gang from Idaho returned. Ed Mason, Wayne Stanford and Hal Weber flew a beautiful selection of scale and non-scale sailplanes, told lots of outrageous lies and generally misbehaved themselves. It was great!

Hal had brought his huge F-82 twin Mustang to the scale fun fly back in May but didn't toss it over the edge. This time, ably assisted (?) by his two



**Double-class winner Daryl Perkins launches his Quattro.**

Daryl may occasionally lose a slope race...but we haven't seen that day, yet!

cronies, he launched the big bird and put it through a set of scale-looking aerobatic maneuvers (and a smooth landing) that brought a well-deserved ovation.

### SoCal "Celebs"

We dragged up a few SoCal model manufacturers to experience Eagle Butte's incredible flying conditions. Last May, Marty Silberstein of Cliff Hanger Models and I shared the drive; this time, Marty brought along his partner Steve Peacock. Steve adapted immediately to the superlift slope, although he lost his favorite plane—the F-8F Bearcat, a.k.a. "Stevie's Wonder Blimp"—due to aileron flutter in a 500-foot vertical dive after harassing a local hawk.

### It ain't over til it's over...

Only a couple hours after losing his favorite ship, Steve was flying the F4U Corsair. Again, he gained altitude and dropped the bent-winged warbird into a steep dive. As it shot past before us, a loud buzz signaled aileron flutter again! The plane disappeared below the edge, and Steve dropped his hands in disgust.

"I can't believe it!" he shouted, "Two in one day!" And he strode away from

the edge.

"Wait a minute!" a voice cried. It was Steve Turnbull. "It's still flying. Don't give up!"

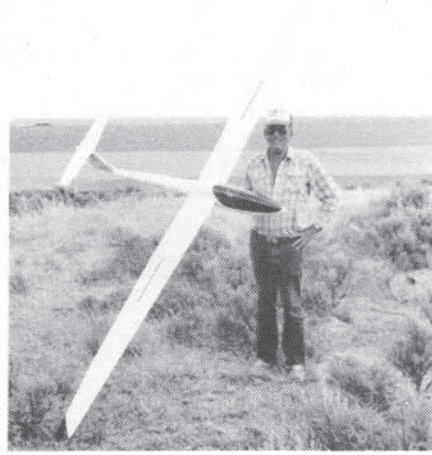
"What?" Steve exclaimed.

Sure enough. We ran back to the edge and looked over. About 150 feet down, the Corsair was casually doing loops all by itself. Steve got back on the stick, brought the plane back up and landed it! The solder joint where the aileron linkage turns around the bend in the wing had broken loose, yet it landed smoothly on one aileron. Marty soldered it back together that evening, and the two demonstrated their line of warbird and jet power-scale slopers in a series of aerobatic or dogfight scenarios throughout the two-day event.

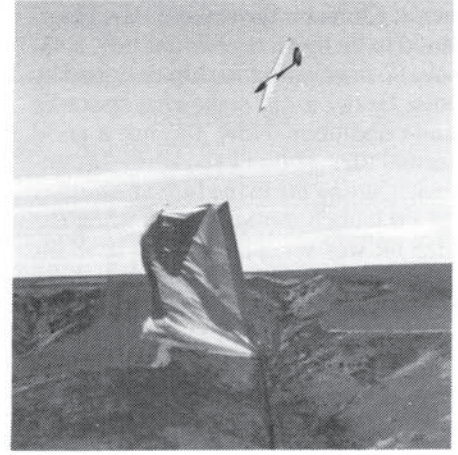
Mark Hambelton of DCU and his flying buddy Kevin Gribben arrived with a vanload of Dragon Fly, Super Dragon Fly and Striker gliders, ready to play and race. Kevin, a former pattern flying champion, surprised the slope racers with a loaded-to-the-gills, six-pound Super Dragon Fly (as you'll see in that part of this report). And it was funny to watch this hyper young flier pull off the race course at the comple-



**Rick Edris and his "RoXicaMax."**  
Or should we call it a VS Smorgasbord? It's a little of everything!



**Pete Bechtel and his LS300.**  
Why is the Fiber Glas Flügel man holding a Multitplex plane?



**DCU's six-pound Super Dragon Fly.**  
Kevin Gribben surprised everyone with the big "Fly's" speed!

tion of his run, then walk over to the fun-fly area (without landing) and continue with a complete Masters pattern program, all the while yelling at Mark about how great the flying was here. Participants certainly got to see the DCU sailplanes perform at their best at Eagle Butte.

My co-driver this time was Steve Turnbull, owner of Swell Model Company and designer of the Pharaoh flying wing. Steve brought two and one-half Pharaohs with him — along with a back-back full of tools and supplies — and completed the third one in our hotel

#### SoCal "celebrities."

Hobby Horn's Bob Sliff pilots his Snipe around the pylons as *Model Airplane News* columnist John Lupberger counts laps and kibitzes.



room during the weekend. Although Pharaoh demonstrations were a daily occurrence and always drew a crowd, the most memorable Pharaoh flight took place on a windless morning with no pilot at the controls.

#### Sucked Up!

We were sitting around, hoping for wind and playing with Steve and Marty's radio control trucks, when a medium-sized dust devil came whipping through the area where our planes lay on the ground. The mini-tornado blew dust all over everyone, then tore into our fleet. Though it barely budged the sturdy, two-pound Bluff-Cove warbirds, it sucked the featherweight Pharaoh off the ground like a dry maple leaf! In seconds, it gained 30-40 feet of altitude, spinning wildly inside the dust devil (much to everyone's delight), then bailed out and glided to the ground undamaged!

#### F3F: Slope Racing's Chess Game

Although some of the fastest planes and pilots on the west coast showed up for the F3F slope race, the event was only a marginal success. It was my first experience with the "one plane at a time" format, and with a few noteworthy exceptions, trying to watch (or compete in) the event was right up there, excitement-wise, with watching paint dry. Not a spectator sport, and not much for a participant, either. Flying in it amounted to waiting an hour or two, then tossing off for a concentrated one-minute flight, then waiting again. *Zzzz...*

#### Perkins Perfect

Once again, Daryl Perkins reigned

supreme. Two classes were flown — Heavily Loaded and Lightly Loaded, with the break point at 14 ounces per square foot surface loading. ("Surface loading" includes all horizontal flying surfaces: wing and tail.)

Daryl flew a Mueller Quattro in the Heavily Loaded event, Ron Vann's Eliminator II in the Lightly Loaded event, and won both handily. Perkins just doesn't make mistakes; every flight is straight, clean and fast. Other competitors with comparable sailplanes could match his speed on a single flight, but they'd always make a mistake on another flight.

Part of their problem was due to event rules and organization. At first, Wil announced that pilots would not be allowed to have spotters. A spotter is an assistant who stands beside the pilot, watches the flagman at the far end, and signals the pilot when to turn. The pilot generally has his hands and visual abilities utilized to the max just flying these very fast sailplanes. Without a spotter, it's an impossible task.

Wil was correct, F3F rules don't allow a spotter, but they use a horn to signal the turns instead of flags. Once the organizer realized that, he allowed spotters. But then he also assigned lap-counting duties to them, and that's what screwed up the system. Now, that doesn't sound like much work, but when you're an inexperienced spotter, doing both chores gets to be like patting your head and rubbing your stomach at the same time. Especially when the C.D. and his assistant sit there, both of them simply timing the event, yelling at you to count laps out loud while you're trying

to concentrate on your pilot's needs and the flagman's signals. It seems that one of the guys, who only had to start the clock at the beginning and stop it that the end, could have done the counting. Many times pilots overshot the turn because the spotter was simply distracted by trying to work for the contest director, too.

### Other Outstanding Performances

Terry Edmonds flew his Io to second place in the Lightly Loaded class. The plane is a real performer, although it was Terry's superb flying abilities that put it in such a strong finish position ahead of faster ships. Tony Martin came up from Orange County (California) with Jerry Bridgeman's Snipe to place third. Jerry had to build a new, longer set of wings to squeeze the little bullet in under the 14-ounce limit, but it worked.

Martin finished behind Perkins in the Heavily Loaded class with his own design, the Spectrum, an all-fiberglass ship that matched Perkins' time in the second round of the three flown. A surprise third-place was the Super Dragon Fly flown by Kevin Gribben! Mark and Kevin loaded all the lead they could fit into the big "fly" until the 72" span glider weighed six pounds and boasted a loading of 22 ounces per square foot!

### All in all...

Slope soaring at the AMA Nats was a mixed experience. A small group of fun fliers had a great time, but we wish you'd been there, too. We'd liked to have seen your gliders and shared some stories with you. The racers got to fly a new format in challenging conditions, but I'm sure there are some legitimate "if only" stories from those who didn't win due to spotter errors. And heads-up heat races with four planes are much more exciting for participant and spectator alike.

As a first-time effort, it was commendable. As a true national-caliber event, it still has a long ways to go.  
FULL RESULTS ON P. 15.



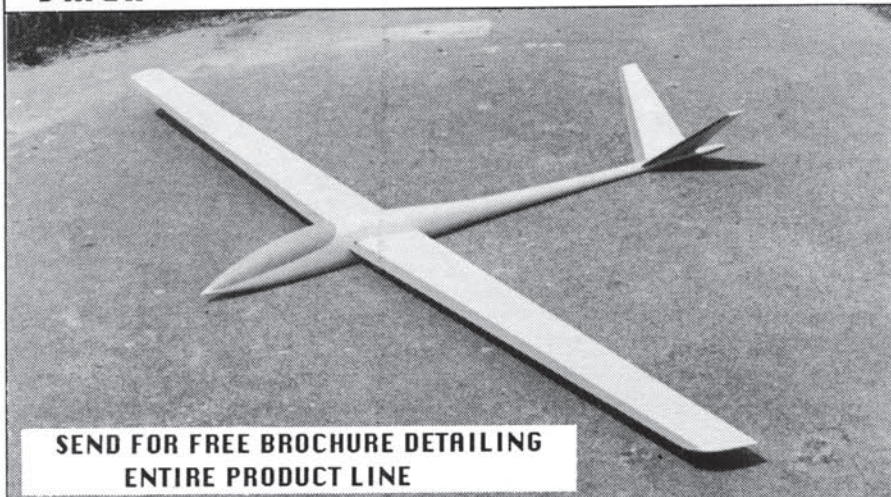
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Span = 78.75 ins / 2M Length = 44.5ins  
Root chord = 5.7 ins Tip chord = 3.5 ins  
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Weight = 18-20 ozs. ( airframe only)  
28-30 ozs. total  
Wing loading = 12 ozs/sq. ft.  
Airfoils : Eppler 374

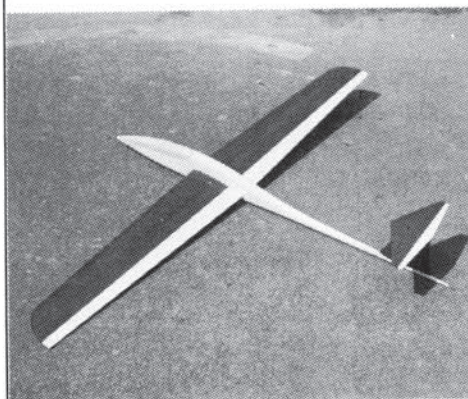
### Wings :

Blue foam cores  
1/64th ply skins (aerobatic-cruiser)  
1/16th balsa skins (light lift; spars for winch/hi-start optional)

Tails : Sheet balsa, plug on.

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Aspect ratio = 11 ( 14 light lift )  
Area = 305 (441) sq.ins.  
Weight = 31 (36) ozs.  
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2 servos of 50 oz.-in. torque minimum  
Electronic or mechanical mixing ok  
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Wing - Standard : blue foam cores , dense obechi skins, spruce LE.  
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Here's Richard launching his Telos canard off Punta Banda.

The wind blows all the time, 24 hours a day, so if you set out to recreate this soaring safari, be sure to take along plenty of batteries and/or some chargers that run off your car battery...there's no electricity at this primitive campsite.

## SOARING MARGARITAVILLE

### Windswept days, campfire nights...La Bufadora daydreamin'

By Richard Jarel

It's taken an hour and a half of driving on the 405 to get from Marina Del Rey to Torrance, traffic has stopped and I

should have been at Point Fermin an hour ago! There's definitely something wrong with this picture!

What if I just kept driving south?

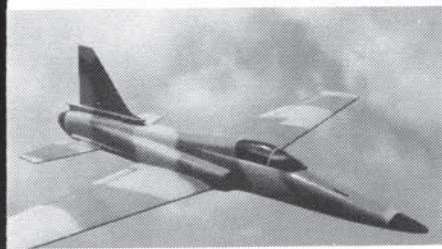
Mexico! Yeah, why not? That's what a bunch of us did a month ago, and I'll bet the commuter in my rearview mirror waving his fist and screaming into his cellular phone never even noticed we were gone!

The Mexican border is only a hundred miles away, the gas tank's more than half full, my Telos slope canard is charged and nestled comfortably in the back seat, and besides, there's nothing that relieves this kind of stress like flying at Punta Banda in Baja, Mexico!

Lift for days and ridges till you drop! That kind of flying can turn your brain inside out and make you feel like you've just discovered what "slope soaring" really means. There's something wonderful that happens to a flier when the only "traffic in the pattern" is a pelican, and a "mid-air" is how you describe an over-curious seagull.



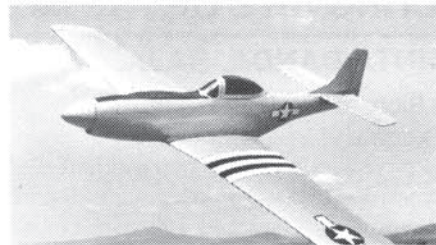




F-20 Tigershark



P-40 Warhawk



P-51 Mustang

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OK, Mexico...what do I need? Well, I've got my field charger, my flight box, a few dollars, my Walkman, and some Zap. What else could I possibly need? The ocean wind always blows on the peninsula, and no one ever flies there on my frequency (Come to think of it, no one ever flies there, period!). I'll probably have to come down once in a while to charge my batteries but hey, you gotta take a break once in a while! Pop open another Corona, take in the view, turn over the Jimmy Buffett tape, maybe even take a siesta? (Flying in Baja can be exhausting. No, really! The wind starts blowing at sunrise!)

What about lunch? I'll have to stop sometime (even if it's just for a quick bite). Fast food? Are you kidding? Just south of Rosarito, nestled near some palm trees at a spot who's name translated means "Enchanted Beach," is an old panel truck. There, a husband and wife team serve fresh fish tacos out of where the side of the truck used to be. Any good? I haven't missed them once in the 12 years I've been traveling south of the border. (It's a mandatory stop before continuing south to "slope heaven.").

How about dinner? I didn't bring my fishing gear (I was only going to Point Fermin!). That's OK, I'll stop at the outdoor fishmarket on the wharf in Ensenada for some shrimp. A few of those mutant sea monsters on an open fire served alongside an ice cold Corona will be the perfect end to what should be a perfect day, (if this traffic ever starts up again!)

After dinner entertainment? I'll buy some of those giant skyrockets and a few M-80s when I pick up the firewood and beer (fireworks are legal in Mexico).

How about a change of fresh clothes?

**Looking back from the other side...**  
The launch site (opposite page) is in the upper left corner of this picture.



Oh well, I guess that's as good an excuse as any for a hike down to one of those small isolated beaches, taking a swim and doing the laundry, (Mom would be so proud!). Who knows, maybe I'll find a crab or lobster caught in one of the tidepools, (sure beats grocery shopping). If I stay till the weekend maybe those scuba divers will come back. Maybe I could exchange a beer run for some of those abalone they're always bringing out of Baja De Todos Santos. There's always the restaurant on the other side of the point at La Bufadora (great steaks!).

Finally! Traffic's starting to move. Just a stalled car—I should have guessed! The Harbor Freeway looks clear, and there's still a few flying hours left. Oh well, I guess Baja wouldn't have been much fun without Jan, Greg and the gang. I guess I'll have to settle for Margaritaville...

Where do you find Margaritaville? Well, last month, Margaritaville was soaring on a slope in Mexico. I was there while daydreaming on an L.A. freeway just a few moments ago. And it'll probably be waiting for me when I arrive at Point Fermin!

## FLYING SITE OF THE MONTH

### PUNTA BANDA, BAJA, CALIFORNIA, MEXICO

By Richard Jarel

**C**ontrary to popular belief, you won't need a four-wheel drive truck, passport or visa to make this trip south of the border. (You won't run into "bandidos," either!) Your car should be in good working order; bring a spare tire, an extra fan belt, radiator hoses and a simple tool kit...just in case! Pick up a Baja map from the auto club, too. The map printed here shows only general directions.

Here are a few things you should know before traveling and camping in Mexico: Possession of drugs and firearms or driving without auto insurance will earn you a one-way ticket into a Mexican prison! Involvement in an auto accident without insurance is a felony! Consider yourself warned!

Now for the good news: The people are extremely friendly and polite; alcohol and seafood are cheap; fireworks are legal; the roads are good and the scenery is breathtaking!

Auto insurance and money exchange are both available in San Ysidro just before you cross the border into Mexico. Insurance for an average car for three days is about \$15. Exchange half of your spending money and save the rest for later. (Jan and I rarely go through more than \$150 on a three-day weekend, including gas, insurance, splurging on beer, shrimp, fireworks, some shopping and at least a few meals in a restaurant!).

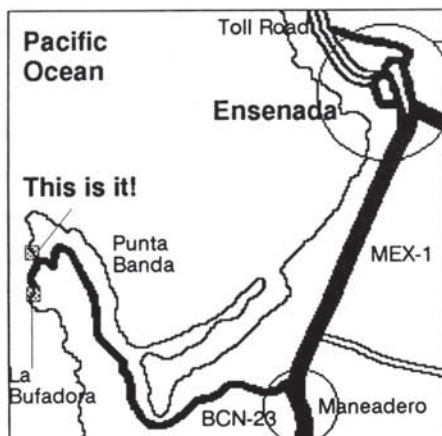
Bring plenty of drinking water and toilet paper along with your camping gear; this is an unimproved camp site! Firewood and beer can be purchased just down the road. (Don't tear down the crude outhouses for firewood, and please pack your trash out with you when you leave!)

The best flying site is along the highway about 150 yards past the entrance to the camp (land in the field on the other side of the road). If you keep going around the bend (about 1/2 mile past the site) you will arrive in La Bufadora, (a great place for lunch, dinner, shopping and site seeing at the blowhole).

#### HOW TO GET THERE

Take Interstate 5 south to I-805, bypassing downtown San Diego. Get off the freeway in San Ysidro to purchase auto insurance, exchange currency and fill up on gas. Get back on the 805 and cross the border. The Mexican border officials seldom ever stop tourists; if they ask, tell them you're on vacation. Keep your eyes open for the Ensenada signs as you drive through a short maze of cloverleaf turns on their version of a freeway. You want the toll (cuota) road to Ensenada. Continue south on the toll road. As you enter the outskirts of Ensenada you will want to stay on MEX-1D (the coastal route). Make a right turn at the first intersection (Blvd. Costero). On your right, hidden behind some food stands will be the open air fish market. This is the best place to buy seafood!

Continue along the harbor's edge until it deadends into a left turn at Calle Delante. Continue on Calle Delante until you reach MEX-1 (There will be a huge shopping center with a "Gigantia" department store on your right where you can buy just about anything at non-tourist prices!). If you're low on gas, fill up here.



Turn right onto MEX-1 and continue south for about ten miles to Maneadero. Look for the BCN-23 turnoff to "La Bufadora." Turn right and continue west. You will drive through olive orchards and farmland. As you reach the base of the coastal mountains, the road will climb and gain altitude as you continue toward "Punta Banda." As you reach the top, the road will straighten, level out and head inland. The first cement block shack next to the highway on your right as you drive downhill will have a sign: Colonel Esteban Campo. Enjoy; you're there!



#### Tired of smelly, foam-eating cyanoacrylate glues?

Then do yourself a favor and try Satellite City's UFO products, a no-more-tears alternative.

## PRODUCT TEST

### Satellite City's UFO Odorless, Non-Toxic Cyanoacrylate Glues

By Charlie Morey

**T**here have been times—when flowing cyanoacrylate glue down inside a fuselage, for example—that I've gotten such a solid "snootful" of the vapors that I've had to stop building momentarily to wipe the tears from my eyes and recover. I'm probably a typical bozo who never reads the warning labels until too late, so I don't even know if it's doing me any harm...hey!...harm...hey!...harm. You know, like drain bamage...er, brain damage? But it's an unpleasant experience at the least, and I've learned to avoid it. Usually.

Then I began seeing the UFO ads. Bob Hunter of Satellite City claimed that his glues didn't stink. We've heard that one before; a lot of guys think their stuff doesn't stink. But Hunter also claimed his glue won't dissolve foam, that it's non-toxic, and that it's made right here in the USA.

Again, I'm probably just like the average bozo who reads about a good thing in an ad, but then sits around with his thumb up his nose instead of buying a sample and testing it. In fact, it wasn't until my smarter-but-only-marginally-better-looking flying buddy Doug Hertzog began raving about how great UFO really was that I went out and bought a couple bottles, one "thin" and one "thick."

About that time, Bob Hunter also discovered *Slope Soaring News*. He called, said he wanted to run an ad (which he

did, in the July issue and then again this month), and asked if I'd tried his product. At that time, I hadn't.

Since then, I have. And let me tell you, Hunter's stuff really doesn't stink.

I haven't gone as far as to sheet a foam wing with it, yet, but I have made some foam-core-wing field repairs (don't ask). UFO really doesn't eat foam. Another flying buddy, Byron Bruce, uses it to assemble his Combat Models all-foam F-16s instead of epoxy. It cuts glue-drying time to nothing and his building time to a few hours.

It's a great glue for repairing crunched wings. In fact, it seems to be the perfect all-around model builder's adhesive.

Perfect? Well, okay, nothing's perfect, and UFO is no exception. Through my own experience and from comments from others who have used it, it seems that it doesn't set up as quickly as the other cyanoacrylates. Of course, you can spray it with Kick-It, Satellite City's cyanoacrylate accelerator to set it instantly.

We all know that when you use too much of any thin cyanoacrylate glue, it takes longer to dry. Hunter specifically recommends using a very small amount — one drop per square inch — in his instructions (which, of course, I didn't read until after the fact). Using those guidelines, UFO's drying time is vastly improved. In those instructions, he also suggests spraying one of the parts with Kick-It before assembling them. It not only improves drying time, it creates a stronger bond.

UFO is available in both thin and thick viscosities, and I'd suggest picking up a bottle of Kick-It at the same time. Kick-It isn't odorless (yet) although it has a different smell than the other kickers. No improvement, just different.

Many of our building materials or adhesives are hazardous or unpleasant to work with; we've gotten used to that fact. But after using Satellite City's UFO products, it seems that they don't necessarily have to be that way. Here's a tip of the *Slope Soaring News* hat to Bob Hunter for his efforts toward safer and more pleasant model building!

For more information, contact Mr. Hunter at Satellite City, Inc., P.O. Box 836, Simi Valley, CA 93062; 805/522-0062; FAX 805/527-9114.

When you get in touch with him, please mention that you read about it in *Slope Soaring News*. Thanks!



ME-109

P-63  
KING  
COBRA

ZERO



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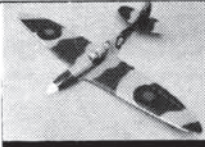
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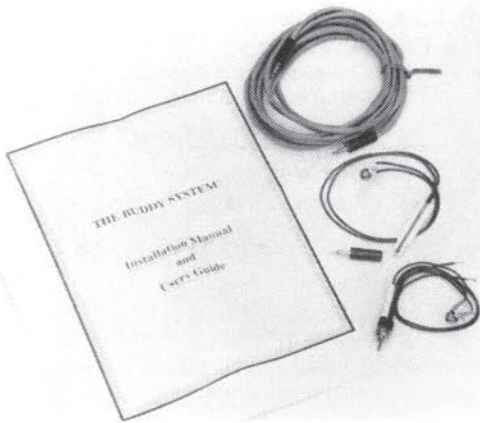
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## TORREY PINES SCALE FUN FLY • NOV. 24-26

Send your name, address and phone number to SSN to get on the mailing list!



**Here's a \$40 deal on wiring your own buddy box!**  
A.R.B.'s kit is a simple answer to a complicated question.

## BUDDY SYSTEM

Now, here's a clever item! After seeing an ad in one of the model magazines, I sent away to the A.R.B. Company for a widget called the Buddy System. I've always wanted a buddy-box set-up so I can teach new pilots how to fly or let a beginner/intermediate flier try one of my faster planes without danger of losing it.

For \$37.95, plus \$3.00 shipping, A.R.B. offers a kit that almost anyone can install in radios like the Futaba Conquests or Attacks that we all seem to use.

It's a simple theory. Your two transmitters must be on the same frequency (with servo-reversing switches and trims set exactly alike). The Buddy Box switch simply shuts off one transmitter and simultaneously turns on the other! No electronics involved, just some simple wiring and switch installation.

After I got it, I felt kinda silly for not realizing that I could easily have wired it myself with a few parts from Radio Shack!

Nonetheless, if you don't

like (or feel confident with) the idea of figuring out how to do it yourself, the Buddy System kit is a neat deal, and it's a lot cheaper than purchasing the radio manufacturers' buddy-box systems. The instructions are very well done. If you can solder, you can install it yourself.

Contact A.R.B. Company, 8825 Roswell Road, Suite 613, Dunwoody, GA 30350; 404/993-6983 for more info.

## MISSILE LOCK

Here's another case of my chasing down a curious ad in one of the magazines. A company called Perkin Avionics placed an ad saying that they'd developed a non-destructive method of flying combat. Here's what Greg Perkins had to say about his product:

"A Missile Lock consists of two main components: the 6" x 1" cylindrical housing which emits an infra-red signal from the front and receives an infra-red signal from the back, and a smaller cylinder that houses a replaceable smoke capsule.

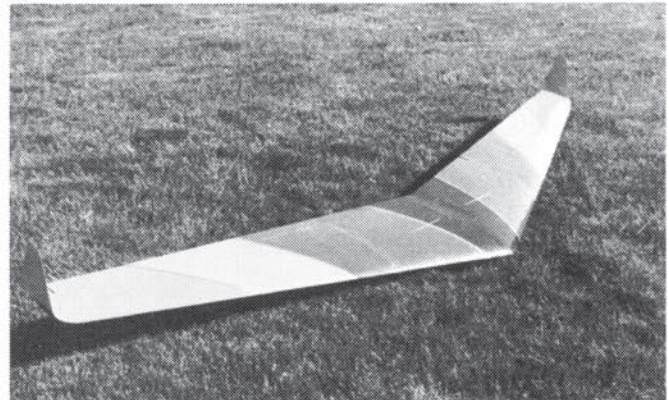
"Two aircraft, both equipped with a Missile Lock pursue each other. When the pursuing aircraft maintains a position behind the pursued aircraft, within a set range (imagine a funnel extending from the rear of each aircraft) and for a set amount of time (the closer the pursuing aircraft, the shorter the time needed to register a kill), the two Missile Locks interact to ignite the smoke capsule on the pursued aircraft. At that point, the smoking aircraft is considered out of the contest (victory rolls on the part of the winner are optional, and we at Perkin Avionics recommend that flagrant displays of superiority be handled with discretion).

"Missile Lock, as is, may be too heavy (approximately six ounces) and aerodynamically unsuited for slope soaring, even though each aircraft would be equally handicapped. We are already designing Missile Lock II which should be lighter and more streamlined than its predecessor. We expect this product to be available mid-1990."

If you're interested in this exciting twist to add to your combat game, contact Greg at Perkin Avionics, P.O. Box 396, Ellenwood, GA 30049; 404/366-1591.

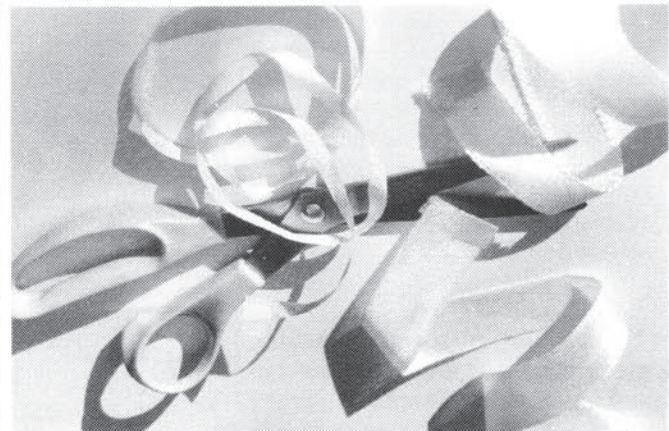
## WING MAN

Rollin Klingberg, creator of the Klingberg Wing, sent



### **How about a 10-foot Klingberg Wing?**

Rollin Klingberg's expanding his wing business with new kits, specially-sized fiberglass cloth, even a catalog.



## ...bits and pieces from the world of slope soaring

us a copy of his new 12-page Future Flight catalog, and it's got some great new stuff in it! It's available for only 50¢ to cover the postage.

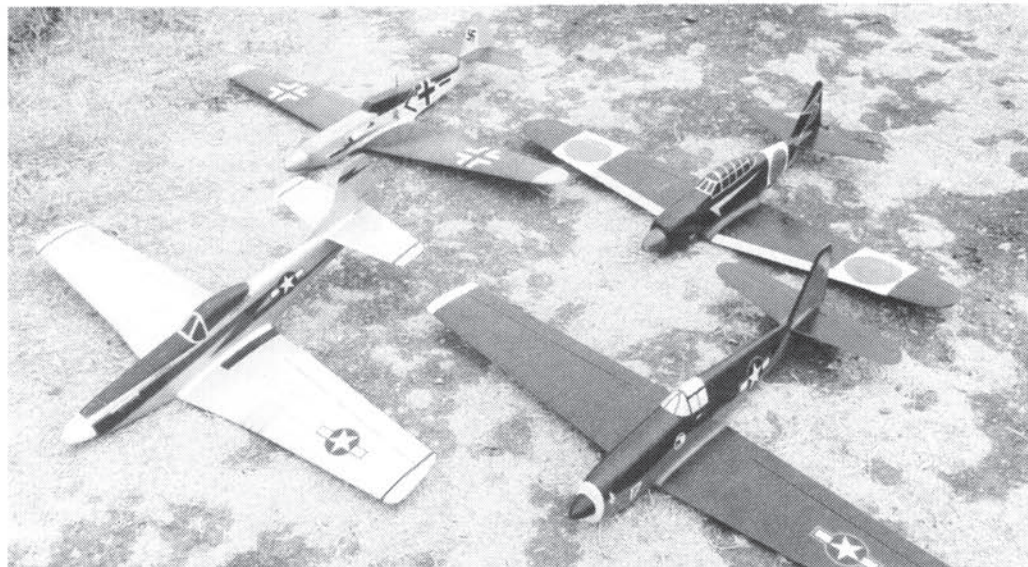
In addition to the Klingberg Wing, he now offers fiberglass cloth in various model-builder sizes from 1/8" x .015" x 5' long, up to 2" x .015" x 52' long. He sent a sample strip 1/4" wide by .005" thick, it looks like excellent leading edge reinforcing material to me! It'd drop in between the l.e. and sub-t.e. (or foam) and add tons of strength at virtually no additional weight at all.

The catalog also shows a new, larger Klingberg Wing Mk. II. It's planned for a mid-1990 release (so, let's watch for it at the International Modelers' Show). The Mk. II can be built in either 100- or 120-inch span with 1,000 or 1,170 square inches. Both use the same fiberglass center section so it can be flown in Standard or Unlimited (thermal) competition simply by changing the built-up outer wing panels. Special features include in-flight variable C.G. and an Autoyaw control system through winglets at the wingtips. Curious, huh?

So write or give Rollin a call at Future Flight, 1256 Prescott Ave., Sunnyvale, CA 94089; 408/735-8260. Please mention *Slope Soaring News* whenever you contact someone you heard about here. Thanks!

### LIGHTWEIGHT WARBIRDS

Here are four of Slope Scale's finest: a P-51 Mus-



### The light ones fly at Long Beach!

Slope Scale offers lightweight versions of their WWII warbirds. Standard models are 32-36 ounces, but the lighter fuselages and wood lower them to 20-24 ounces.

tang, an ME-109, a Hellcat and a Zero. They also offer a Fokke-Wulf 190, a Spitfire and a P-63 King Cobra. All kits are available in standard and lightweight versions. The standard ones with standard radio gear wind up at about 32-36 ounces, ready to fly. The lightweight ones range from 20-24 ounces with small Futaba gear and a 250mah battery pack. Need more info? Contact Brian Laird at Slope Scale, 12936 Laselle St., Moreno Valley, CA 92388; 714/924-8409.

### IF YOU'VE GOT THE MONEY, HONEY...

Or if you simply demand the finest, take a long look at these sailplanes from Fiber Glas Flügel Unlimited!

Oops, sorry. That "look" will have to be delayed until you get a copy of the catalog from Pete Bechtel at Windspiel Models, P.O. Box 2121, Coeur d'Alene ID 83814; 208/667-0070. I

don't have any photos, yet. And hopefully, Pete's gotten his English-version of the catalog by now. The German version has all the specs, but beyond that, it's hardly light reading!

Would you believe, a 6.25-meter ASW-22B? All fiberglass? Completely built, just waiting for some scale slope nut to bolt all the parts together and stuff an Airtronics Vision radio inside? (This plane deserves nothing but the best!)

Or, if scale's not your thing, how about the Albatross, a high-performance, high-tech, all fiberglass and carbon fiber F3B ship with a 3-meter span and the hot airfoil of the year, the RG-15/RG-15A? Would a screamer like that make you happy?

There's a lot more where those came from, too, including 3.6-meter and 4.5-meter ASW-20Ls, a 3.25-meter ASW-19, a 4.5-meter Salto H101 and its smaller brother with a 2.7-meter

span and, as they say, much more! There's some trick hardware listed in the catalog, too.

Give Pete a yell. He's the "compleat" large scale sailplane enthusiast and a good guy, too.

### YOUR PHOTO IN SSN!

We're collecting photos and info on our readers to be published in an upcoming issue. Please send in a picture of you and your plane(s) along with some basic info about you and your hobby experience(s).

### TPG FUN FLY DEMOS

The Torrey Pines Gulls Scale Fun Fly, slated for Thanksgiving Weekend 1989, will include flying demonstrations by several scale kit manufacturers, and most of their products will be available for sale. Manufacturers! Interested? Contact Charlie at SSN to demo your products.



# Air Mail

## THEN...I'LL KILL YOUR DOG!

I am writing to find out why I am not getting my *Slope Soaring News*. I did get the March/April, May and June issues. But, where in the H--- is July and August?

If you can't produce, return my money, \$15.95, in full or get my mag to me. If I don't hear from you within two weeks, I will turn you in to the P.O. on fraud. As well as the AMA and other mags, *RCM*, *MB*, etc.

I don't like being ripped off.

**Name withheld  
Mansfield, OH**

*Are you having a bad day? In a sort of strange way, I guess this means you like SSN. Otherwise, how could you get so upset about not receiving it on time?*

*Perhaps you haven't noticed, but other issues have been late, too. That's the case with your July issue (which I sincerely hope arrived within the limits of your two-week ultimatum deadline—I don't think I'd like it in jail). No rip-off. Just late again.*

*I'm a one-man operation, and I do SSN as a parttime business/hobby. It's supposed to be fun for all of us, readers and editor alike, but your attitude makes that part difficult. My "real" job—the one that pays the bills, including my SSN start-up expenses—is also pretty time-consuming. I'm Editorial Director for two motorcycle magazines, *Dirt Rider* and *Super/Moto Cross*. Plus, like a fool, I volunteered to produce a quarterly newsletter called *Bungee Cord for the Vintage Sailplane Association*.*

*In short, I sometimes get overloaded. When that happens, I get things done late. I don't like it, either, but I can't help it.*

*That combined March/April issue was an example of my trying to get caught up. I combined the two and credited every subscriber with an extra month on the other end to compensate for it.*

*I have no intention of "ripping off" any of you. Please allow me an occasional human error. If that's unsatisfactory, notify me, and I'll return the unused portion of your subscription fee.*

*One more thing, guys. If your SSN doesn't arrive (the U.S. Postal Service loses a couple each month), just let me know. I'll send out another one, immediately, First Class. Fair enough?*

— Charlie.

## WHITE-KNUCKLED

I can't tell you how much I enjoyed meeting and flying with you at the Tri-Cities in Washington. Maybe I should say, flying your airplanes with you watching white-knuckled, to be more accurate.

Doing those big loops with your new Slope Scale Spitfire was a real cinch. I always knew when to start my pull-outs close to the deck (when I heard the hiss of indrawn breath over the sound of knuckles cracking behind me!).

This thing is, Charlie, your readers just don't know you well enough. So, enclosed are some great pics of you with your Spit (after I flew it).

You must publish these so your readers can know and love the intrepid



**What a good-looking...er...plane!**  
And what a relief! My Slope Scale Spitfire, back safely in one piece after that beast Pete Marshall had his way with her.

pilot, beer drinker and motorcycle crasher who is the editor of this newsletter. Maybe a good-looking young lady will see the photo and call you!

**Peter Marshall  
White Rock, B.C., Canada**

*I don't know about the young lady, Pete, but at least it'll give Mr. Name Withheld in the previous letter some artwork for his dartboard! Thanks for the kind words and for returning my plane in one piece. Now I know how Byron Bruce felt when I clipped the weeds out at Little Mountain with his new, one-of-a-kind MiG-27 as he shot video. As I was painting grass stains on the wing, Byron was sniveling*

*loudly... and producing a few stains, too!*

*As far as knowing what I look like... sorry, Pete. I've grown a full beard and moustache since I saw you last, joined a health club and dieted to the max. I don't look anything like that anymore (Hey, five pounds is five pounds!). And yes, the Spit is fine; she asks about you often. — Charlie.*

## CANARD/FLYING WING INFO, PLEASE

I heard about *Slope Soaring News* in an issue of *Model Aviation*, and I also saw your first copy of the newsletter. I'm an enthusiastic RC modeler at the age of 17 and have just built my first canard glider.

If you have any information on how I can learn more about developing a flying wing or canard design, please let me know how I can get that information.

Also, I'm not too familiar with all of the various types of Eppler airfoils, so I would like to know about them, too.

**Paul McAvoy  
Santa Barbara, CA**

*I don't know much about either wings or canards, Paul, but I'll bet some of our readers do! How about it, guys? This young modeler can use some help. If you can recommend information sources, or if you can write a story with some wing or canard design basics, please let me know.*

*There's a book on the Eppler airfoils, Paul. It's all in German, but it shows drawings of all the profiles, and it gives the coordinates so you can plot your own in any size. It's by MTB (Modell-Technik-Berater) and the title is simply: *Eppler-Profile*. You used to be able to get them at Wilshire Model Center before they went out of business. Now, I don't know where to get one. Anyone know where Paul can find the MTB (or any other) Eppler book?— Charlie.*

## LOVES TO FLY!

I just received my first issue of *Slope Soaring News* (Vol.1, No. 10). It's okay, but it lacks what I need: flying info. As far as building tech, it's super. I do love to build, but I want to fly.

Do you have any back issues?

**Mike McQuisten  
Potter Valley, CA**

*Thanks, Mike. Sounds like I should revive my old Tipstall Wingover, III flying how-to feature. I'm sorry, but there aren't any back issues. — Charlie.*



# RESULTS

## AMA Nats F3F Slope Race

Place	Total Points	Name
<b>Lightly Loaded Class</b>		
1.	4000	Daryl Perkins
2.	3394	Terry Edmonds
3.	3147	Tony Martin
4.	2949	Ken Stuhr
5.	2846	Rick Edris
6.	2810	Alex Reinhardt
7.	2792	John Lupperger
8.	2677	Bruce Taylor
9.	2582	Karl Cranford
10.	2379	Pat Chewning
11.	2064	Steve Turnbull
12.	1236	Brian Chan
13.	1100	Pete Bechtel

## Heavily Loaded Class

1.	3000	Daryl Perkins
2.	2885	Tony Martin
3.	2725	Kevin Gribben
4.	2585	Wil Byers
5.	2183	Bob Sliff
6.	2132	Bob Lawhead
7.	1745	Rick Edris
8.	1397	Pat Chewning
9.	567	Pete Bechtel

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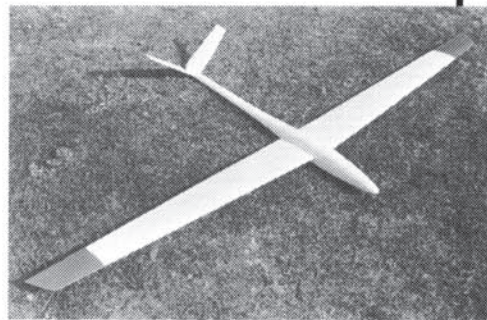
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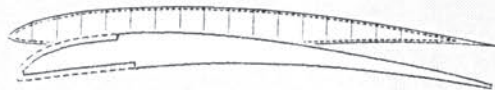
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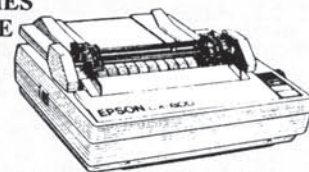
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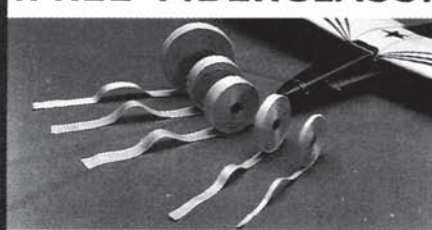


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714/871-0616.

**Covina Hobby Center**  
140 North Citrus Ave.  
Covina, CA 91723  
818/331-1910

**Chuck's Model Shop**  
13505 Hawthorne Blvd.  
Hawthorne, CA 90250  
213/644-5000

**Gyro Hobbies**  
25351 Alicia Pwy., Unit C  
Laguna Hills, CA 92653  
714/583-1775

**Hobby Warehouse**  
4118 East South Street  
Lakewood, CA 90712  
213/531-1413

**PEC's Hobby Supply**  
947 N. Shoreline Blvd.  
Mountain View, CA 94043  
415/968-0800

**San Antonio Hobby Shop**  
2550 W. El Camino Real  
Mountain View, CA 94040  
415/941-1278

**The Flying Machine**  
24208 Crenshaw Blvd.  
Torrance, CA 90505  
213/325-6194

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Name \_\_\_\_\_ Age \_\_\_\_ Male \_\_\_ Female \_\_\_ (SEP89)

Address \_\_\_\_\_ No. of planes owned \_\_\_\_ No. of radios? \_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip code \_\_\_\_\_

I'm interested in \_\_\_ Building techniques \_\_\_ Flying techniques \_\_\_ Planes and the people who design them  
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Favorite Hobby Shop(s) \_\_\_\_\_

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