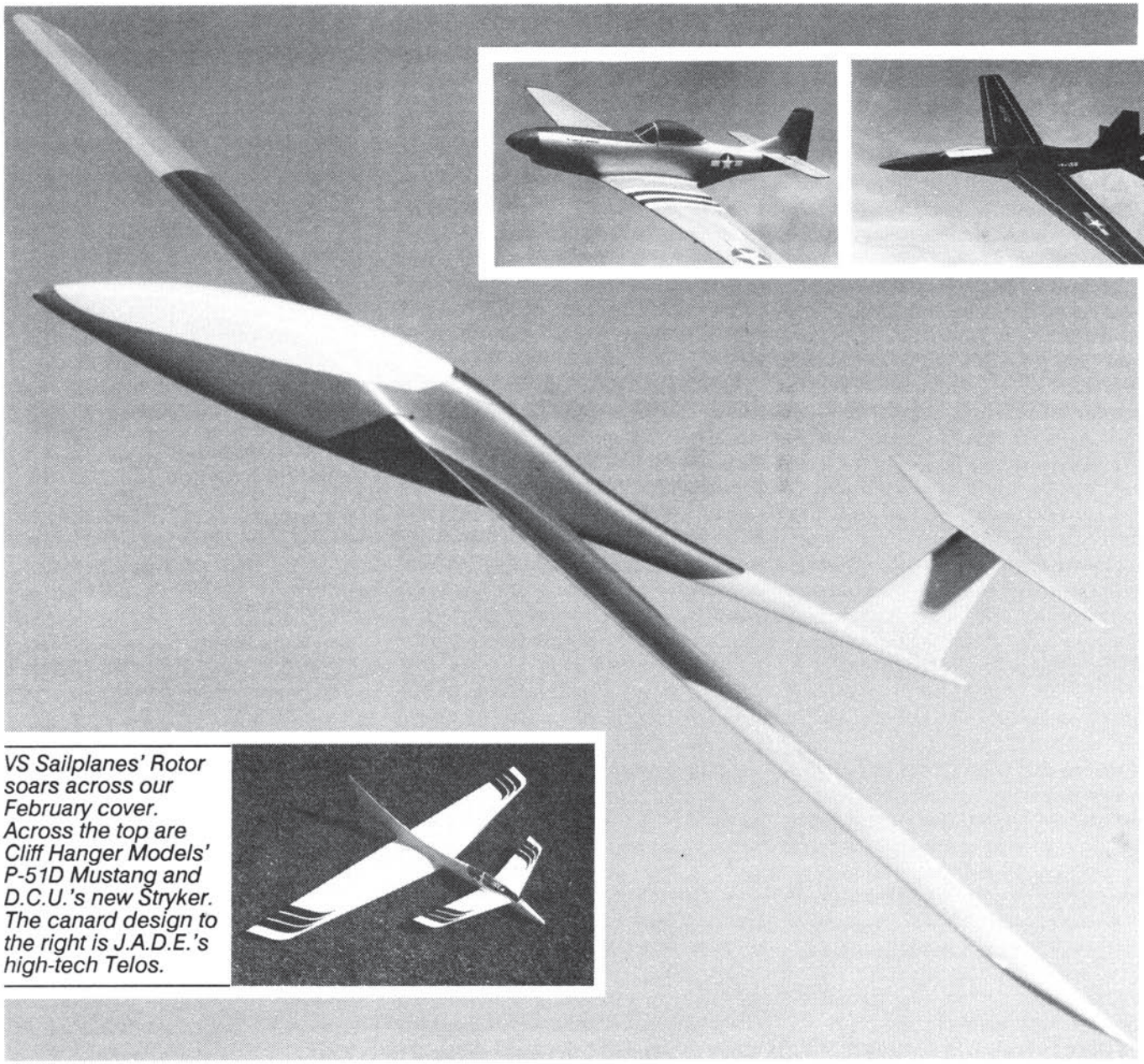
SPECIAL REPORT!

The International Modeler's Show and beyond...what's new for '89!

Slope Soaring News

Vol. 1, No. 6 February 1989 $1.50



VS Sailplanes' Rotor soars across our February cover. Across the top are Cliff Hanger Models' P-51D Mustang and D.C.U.'s new Stryker. The canard design to the right is J.A.D.E.'s high-tech Telos.

Jarel Aircraft Design and Engineering • Douglas Aircraft • Future Flight • Hobby Shack/Global Distributing • Combat Models • VS Sailplanes • Plain Bags? Plane Bags! • Snipe • D.C.U. • Vinylwrite • American Sailplane Designs • Cliff Hanger Models • Slope Scale

Wingin' It

OVERBOOKED

It's almost 6:00 a.m., and after an hour's work, I realize I've screwed up royally. Late last night when I attempted to transfer this month's *Wingin' It* column from one computer to another, it didn't work. Instead of arranging for a little parade of electrons to march neatly along a cable into a niche on my IBM's hard disk, I somehow sent them off on a death march into electron hell. Oops. So, here I am, ingesting coffee for energy and inspiration and rewriting this column.

I'd written the original column on my Radio Shack laptop computer during an airplane flight home from Cincinnati. In that story, I'd told you about how life had gotten extremely busy since starting *Slope Soaring News*. I even wrote a description of the weekend's events—four 16-hour work days at a motorcycle trade show that's part of my "real" job—in hopes you'd understand.

As you can see from today's date (when you *finally* received your February issue) that I've gotten way behind. It's not due to lack of effort, I assure you. Typically, my day begins at anywhere between 3:00 and 6:00 a.m. when I get up to work on the newsletter. I go to work at 9:00, get home at 7:00 or 8:00 p.m. and usually get in a few more hours work on *SSN* before going to bed.

I haven't done any model building since starting *SSN*, although I have been getting in some flying on the weekends thanks to some good friends who've helped me with planes.

I realize that your $15.95 entitles you to a professional publication—at least, that's what I expect *SSN* to be—but in fact, the subscription money hasn't paid for the cost of printing and mailing. Don't get me wrong. It *will*, but the cash flow hasn't caught up with my start-up costs, yet. Doing this newsletter has become my new, semi-expensive hobby. Instead of modelling, I spend all my non-working time working on *SSN*. I'm just plain overbooked, timewise.

Now, that's not good for either of us. The loss of my favorite leisure-time activity (oops...sorry, dear...*second* favorite) is beginning to wear me down. I think it will eventually show through in my writing and hurt the quality of *SSN*, and I don't want that to happen.

What I need is time. I considered changing *SSN* to a bimonthly publication, but I don't really like that solution. I think you guys want—and deserve—more timely publication.

As I said, I need time. But that's only if I continue doing almost all of the work myself. (Now might be a good time to thank Chuck Korolden, Marcie Berriz, John Veale and Campbell MacInnes. Each of them has contributed a very much appreciated part of the newsletter.)

My other alternative is to find some extra help somewhere. Perhaps you can help. We welcome stories and photos of all sorts.

Pictures of your gliders and some information about their design (if you scratch-built them) or modifications you may have made to improve the performance of a kit. We're getting some response to our request for Talon Tips, and we'll run them in the next issue. If you have more, please send them in now.

How-to-do-it pieces are very popular, and we can begin with some pretty basic stories. I bet some of you haven't sheeted your first foam wing, yet, or cut your first foam core. A step-by-step feature on either of those would certainly help you get through your first attempt! Any of you experienced builders willing and able to put down a few words on paper to help out the newer guys?

Letters are very important to any publication. Our *Air Mail* column is a readers' forum. Please feel free to discuss any subject you want. Anything, you name it.

A couple of local kit manufacturers—Doug Hertzog (Silhouette) and Richard Jarel (Telos)—are working on stories. Doug's going to fiberglass a built-up fuselage and take you all the way through putting a glassy-finish paint job on it, and Richard will give us an introduction to using composite materials. I photographed Jerry Bridgeman vacuum-bagging his Snipe's wings a couple weeks ago, so I'll be putting together some words on that how-to article.

I'm excited about the possibilities with *SSN*! There are hundreds of stories waiting to be told. And I'll bet some of the better ones are yours.

Charlie Morey

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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.

ADVERTISING inquiries should be addressed to SSN, c/o Charlie Morey, 2601 E. 19th St., #29, Signal Hill, CA 90804, 213/494-3712.
SUBSCRIPTIONS are $15.95 per year in the U.S.; $22 U.S. currency per year in Canada/Mexico; $26 U.S. per year in Europe/England; $30 U.S. per year in Asia/Pacific/Middle East.

SLOPE SOARING NEWS is published monthly, conditions permitting.

Scraps

SLOPE SOARING EVENTS CALENDAR

April

2 South Bay Soaring Society Slope Race, Big Creek Lumber Company (Davenport), 10 a.m., Limited class slope racing (16 oz. maximum wing loading, no function limitations, minimum 5 rounds, classes: Expert, Sportsman, Fledgling, AMA sanctioned, contest director: Michael Forster, 415/851-3834

23 South Bay Soaring Society Slope Race, Big Creek Lumber Company (Davenport)

May

21 SBSS Slope Race, Big Creek Lumber Company (Davenport)

26-28 International RC Soaring Scale Fun Fly, Tri-City Soarers, Richland, Washington, Scale sailplanes or power scale gliders, no documentation required, contest fee (banquet included): $30, plus $5 for each additional plane, no judging, no rules, no hassles, only flying, looking, swapping and talking. For more info or entries, contact: Wil Byers, 632 Meadows Drive East, Richland, WA 99352; 509/627-5224

June

1-5 F3F International Slope Race, Hanstholm, Denmark, For more information, contact: Preben Norholm, Viking Organizing Committee, Godthaabsvej 7, DK-7400 Herning, Denmark

November

24-26 Torrey Pines Scale Fun Fly,Torrey Pines Gulls, scale sailplanes or power scale gliders, more information next issue.

SALAZAR'S SCREAMER

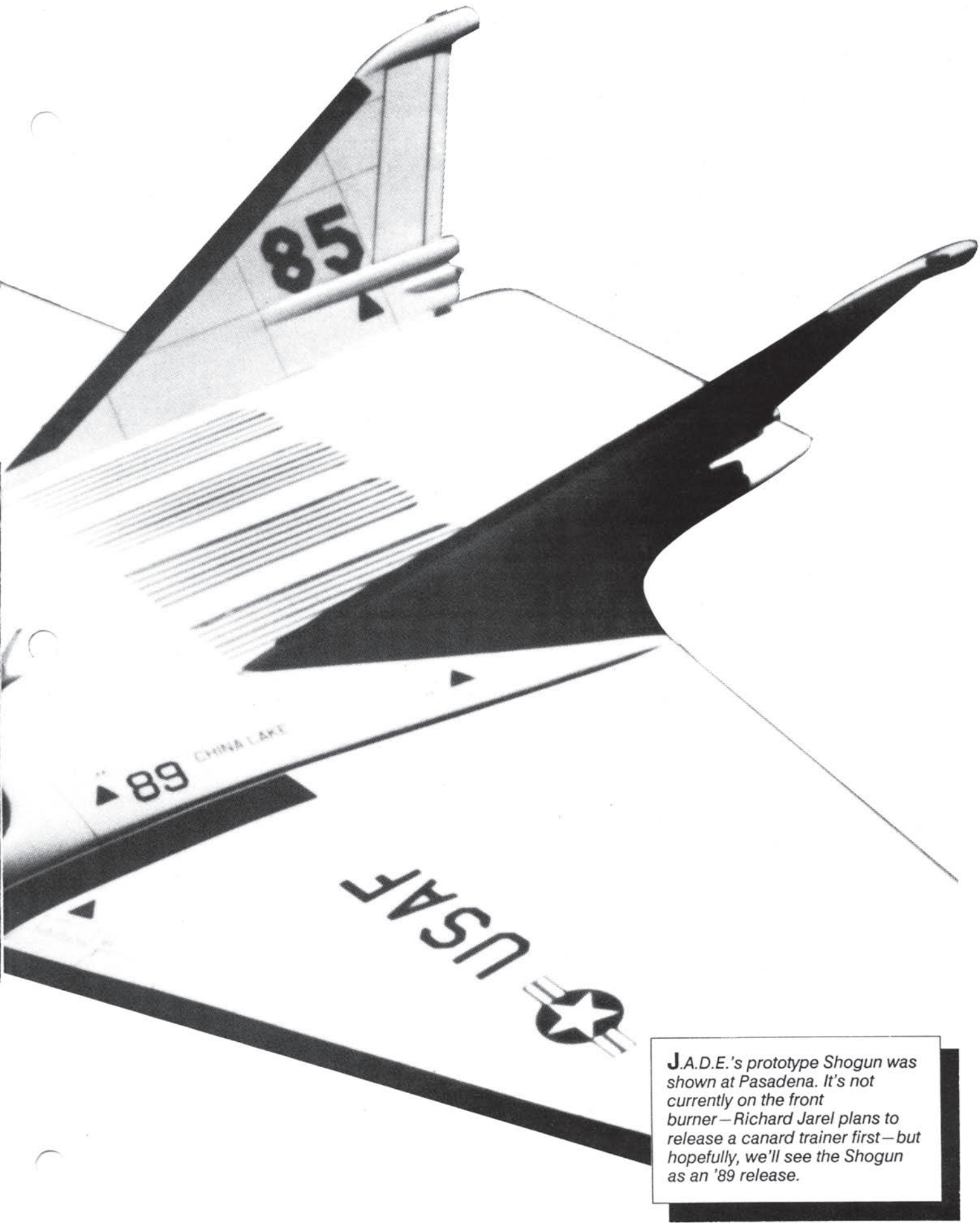
"Is the rocket going to be in *Slope Soaring News*?"

That comment by a Point Fermin regular may give you a clue about the flying characteristics of this little bullet built by Rhalie Salazar. The airfoil

(continued on page 14.)

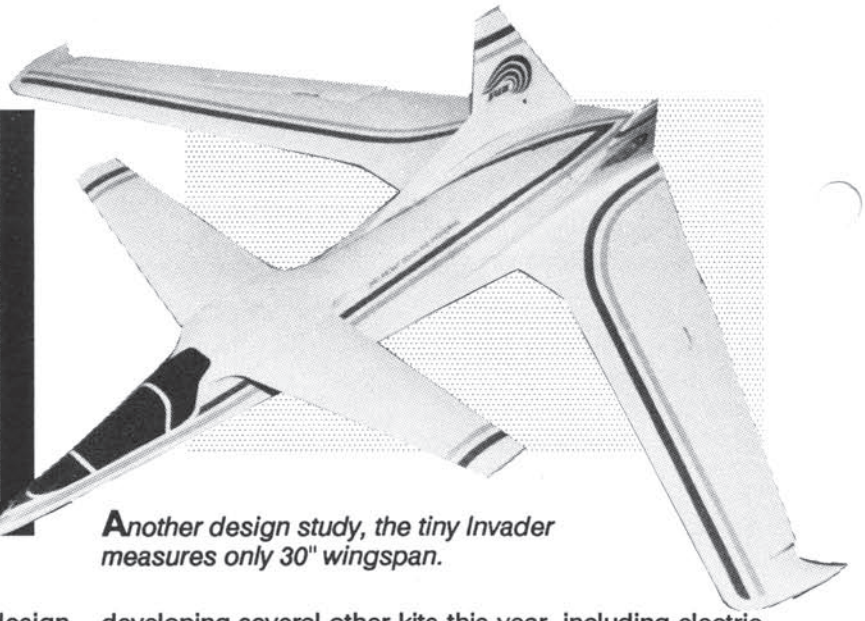
What's New For '89?

A Tour of the International Modeler's Show (and a couple visits to the SoCal slopes) reveals an exciting new crop of hillside strafers!



J.A.D.E.'s prototype Shogun was shown at Pasadena. It's not currently on the front burner—Richard Jarel plans to release a canard trainer first—but hopefully, we'll see the Shogun as an '89 release.

Time for that new spring slope plane? We cruised the International Modeler's Show in Pasadena, then met with several of the kit producers for some flying and photos. We definitely added a few new kits to our "must-have" list, and by the time you finish this issue, so will you!



Another design study, the tiny Invader measures only 30" wingspan.

Jarel Aircraft Design and Engineering

When slope soaring's master of the canard design, Richard Jarel, set out to design the Telos, he decided to produce the ultimate kit. It would have everything that he and his advisers wanted: carbon fiber, Kevlar, blue foam...nothing but the best and lots of it! (He even includes spare material for crash repair.)

He was successful. The kit has been in the shops for a while, and everyone who sees it is impressed by its excellence. What about its performance? I've been flying with Richard twice—after introducing him to Point Fermin's addictive lift. From watching the Telos perform under his expert guidance and from a conservative flight with it myself, I'd buy one without hesitation. It's a wonderful glider.

But it's the Telos' excellence that limits its audience; not everyone wants a $140 glider. With that thought in mind, Jarel has set out to produce a sailplane we all would buy, the Shogun ATF. The Shogun is pictured on the previous page, and despite Richard's goal to hold it within a $59-$69 price range, it will offer a multitude of exciting new features.

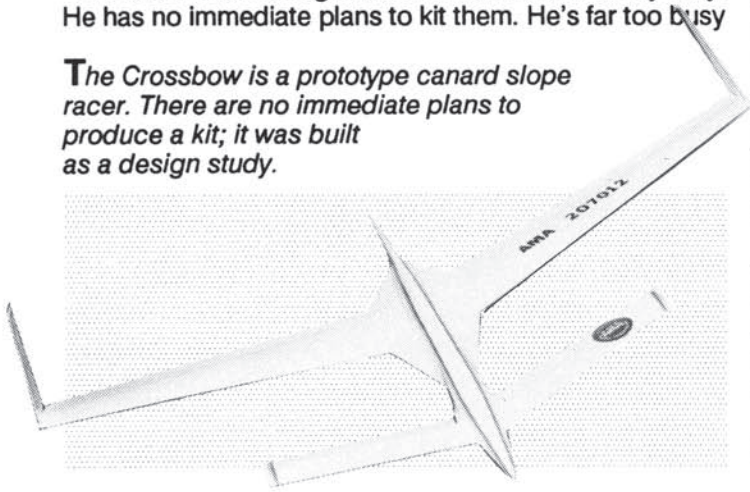
He's designing vacuum molds to produce the "space ship" ducting and details you see on the center section. There will be a clear canopy, complete with a vacuum-formed jet pilot and cockpit inside. The wing will be made of white foam with balsa sheeting and leading edge. A combination radio tray and fuselage doubler will reinforce the plane and contain a full-size radio (even Futaba's S-28 servos, which the Telos won't hold).

Richard's other designs shown here are for study only. He has no immediate plans to kit them. He's far too busy developing several other kits this year, including electric and power canard designs.

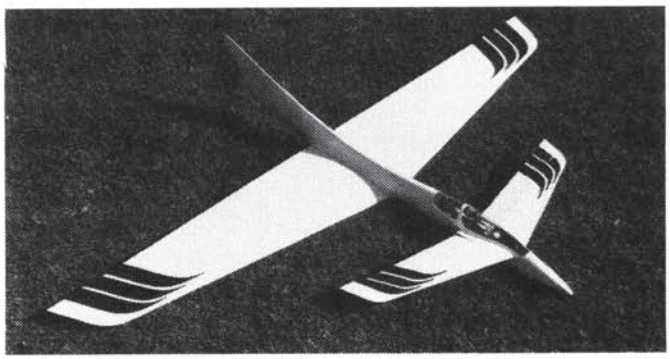
There's also a two-meter aileron trainer in the works. In fact, it's "priority one" on J.A.D.E.'s list. It'll have a white-foam wing to be sheeted with Kimdura, a very tough plastic-composite sheet that's about the thickness and weight of paper. The plastic fuselage halves will be vacuum formed with a balsa frame/keel to be constructed by the builder inside. Control will be rudder/elevator, but there are *two* rudders located on the wing tips! A 15.6% NACA airfoil is used. He'll also offer an electric-powered version.

For more information, contact J.A.D.E., 11367 Culver Blvd., Los Angeles, CA 90066; 213/390-1348. ●

The Crossbow is a prototype canard slope racer. There are no immediate plans to produce a kit; it was built as a design study.



Telos is the best-looking canard we've ever seen. And it flies as good as it looks. Good speed, quick handling...and it's (almost) impossible to stall!



Douglas Aircraft

Here's Doug Hertzog, a flying buddy of mine from Long Beach, and his Silhouette. This plane has undergone extensive R&D flying in light-lift conditions. I watched Doug build nine prototypes before he was finally satisfied with its performance—and perform, it does!

I've been flying one of these little 43"-wing-span guys for the last two months, and I can honestly say I've never flown a more versatile slope glider. The Silhouette features either a built-up wooden fuselage or an optional (more expensive) fiberglass one. The wings are white foam to be sheeted by the builder with balsa.

Throughout his builder's instruction manual, Doug emphasizes keeping the model aerodynamically clean. Fol-

low his advice, and you'll be rewarded with a very aerobatic sailplane that penetrates well, flies quite fast when you dial in the down trim, yet will soar with the floaters when you dial it back.

It requires a small radio; mine has the Futaba micro four-channel, a pair of S-33 servos and a 250-mah battery pack. Doug assembled a special lightweight model that undercut my plane's 15.6-ounce with by a full three ounces! He accomplished it simply by selecting his wood carefully and exchanging the standard 250-mah pack with a 100-mah battery pack.

He recently sent four dozen kits to Hobby Shack, so pick one up there, watch for it at your local dealer or – if all else fails – contact Doug directly at Douglas Aircraft, P.O. Box 92472, Long Beach, CA 90809; 213/498-1737. ●

Doug Hertzog and his amazing Silhouette.
Either built-up or fiberglass fuselages are offered – your choice – and it flies well in light lift or gale-force wind.

Future Flight

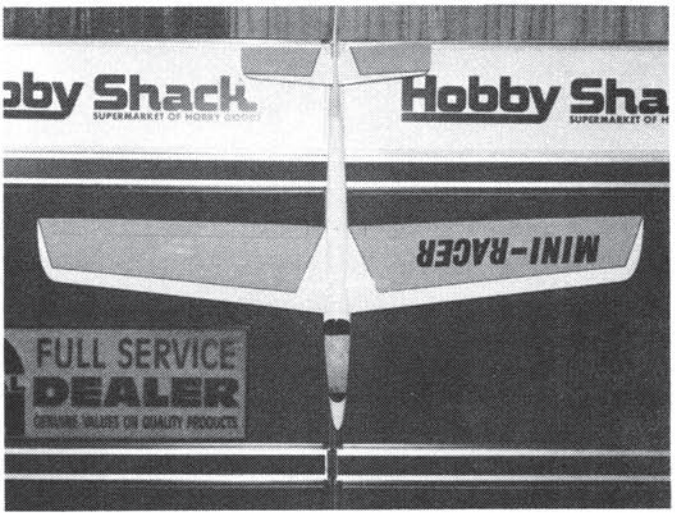
Meet Rollin Klingberg. You've probably seen his Klingberg Wing on sale at your local glider store. It was inevitable that he produce this particular model. Rollin got his issue of Aviation Week, scoped out the photos of the new B-2 Stealth Bomber and went to work. The result was this 1/30th scale, four-pound prototype made of fiberglass and foam.

Don't expect to see this one on the shelves before Christmas, and even then, it may not be a slope glider (although the prototype is). Klingberg is considering the expense of creating this monster, and it may do better with the ducted-fan model gang where money is no object. We're hoping he'll see the light and make a glider, but don't hold your breath.

Klingberg also showed an X-wing ship that could be either a slope machine or a power plane.

Call him up and nag him about making slopers instead of power planes, okay? Be sure to mention *Slope Soaring News*.

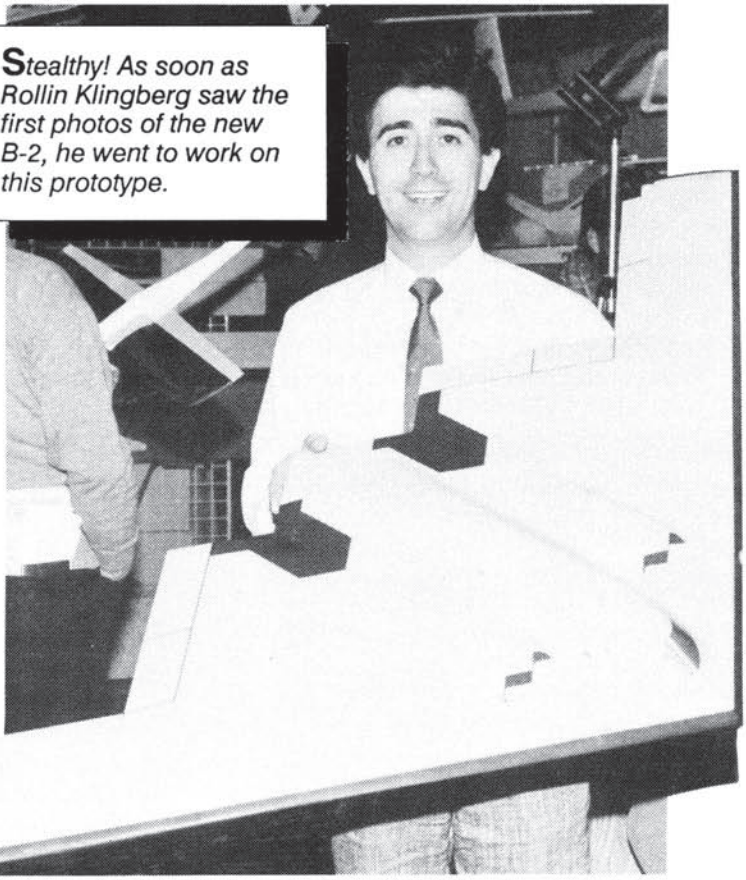
You can catch up with Rollin at Future Flight, 1256 Prescott Ave., Sunnyvale, CA 94089; 408/735-8260. ●



Hobby Shack/Global's Mini-Racer
This 60" f'glass and foam-core sloper is one of eight Sailplanes International gliders imported by HS/Global.

Hobby Shack/Global Distributing

Hobby Shack will be the exclusive Los Angeles area dealer for these new imports from Sailplanes International, but Global Distributing will also offer them to dealers outside Hobby Shack territory. There seems to be something for



Stealthy! As soon as Rollin Klingberg saw the first photos of the new B-2, he went to work on this prototype.

Sailplanes International's Sitar Special.
Global Distributing's Bruce McAvinew, an avid slope soaring fan, is very happy about the new line of gliders!

everyone from floater to slope racer, ARF to basic balsa kit. Prices shown here are suggested list price, followed by Hobby Shack's discount price (list/HS).

Osprey 100"
Two-function, polyhedral
100" span, 799 sq. in.
2 lb., 12 oz., 8 oz. wingloading
Eppler 176 airfoil
Suggested list: $109.95/Hobby Shack: $74.99

Combat Models has gone conventional.
Nobody who knows Byron Bruce (left, below) would call him conventional, but he has changed from large foam power scale models, like the F-16 pictured, to smaller, conventional-construction kits like the new A-4 he's holding. Brother Derek (on the right) keeps Byron somewhat organized by managing the books while the resident mad man designs new creations in their shop under the Top Gun flight path in Miramar, California.

The Secret Weapon
61" span, 490 sq. in.
LBMD 001 airfoil
2 lb. 12 oz.; 13 oz. wingloading
Two- or three-channel
$114.95/79.99

The Axle
76" span, 374 sq. in.
Aspect ratio - 14.5:1
S.I. Special airfoil
28-32 oz.; 10.8 to 12.3 oz wingloading
$199.95/139.99

Racer CS
78.85" (two-meter) span
670 sq. in.
3 lb. 10 oz.; 12.5 oz. wingloading
HQ 1.5/12 modified airfoil
$239.95/169.99

Sitar Special
100" span, 700 sq. in.
Aspect ratio - 14.8:1
Eppler 193 airfoil
4 lb.; 13 oz. wingloading
Fiberglass fuselage
$399.95/279.99

ASW-20
1/5 scale, 118" (3-meter) span
Aspect ratio - 18.3:1
Eppler 193 airfoil
763 sq. in.
5 lb. 4 oz.; 15.8 oz. wingloading
Fiberglass fuselage
$450/339.99

Ridge Racer
72" span, 650 sq. in.
2 lb. 14 oz.; 10-12 oz. wingloading
ARF w/ Fiberglass Fuselage
Obechi-sheeted foam wings
Spare parts available: fuse,
wings, canopy
$239.95/169.99

Mini-Racer
60" span, 424 sq. in.
3 lb.; 10 oz. wingloading
Fiberglass fuselage
Spare parts available: fuse, wings, canopy
$199.95/139.99 •

Combat Models

Forget the foam F-16. Well, don't forget it exactly, but if you tried one and didn't like it, don't use that as the basis for judging Byron and Derek Bruce's latest kits. They're different.

Take a look at this A-4 prototype we caught Byron testing at Torrey Pines. It's smaller, and it's not foam. Combat's new line of kits will feature built-up fuselages,

foam wings and they'll be scaled in this smaller size. The A-4 should be ready by the time you read this, so phone the Bruce boys to find out how they're going to distribute them.

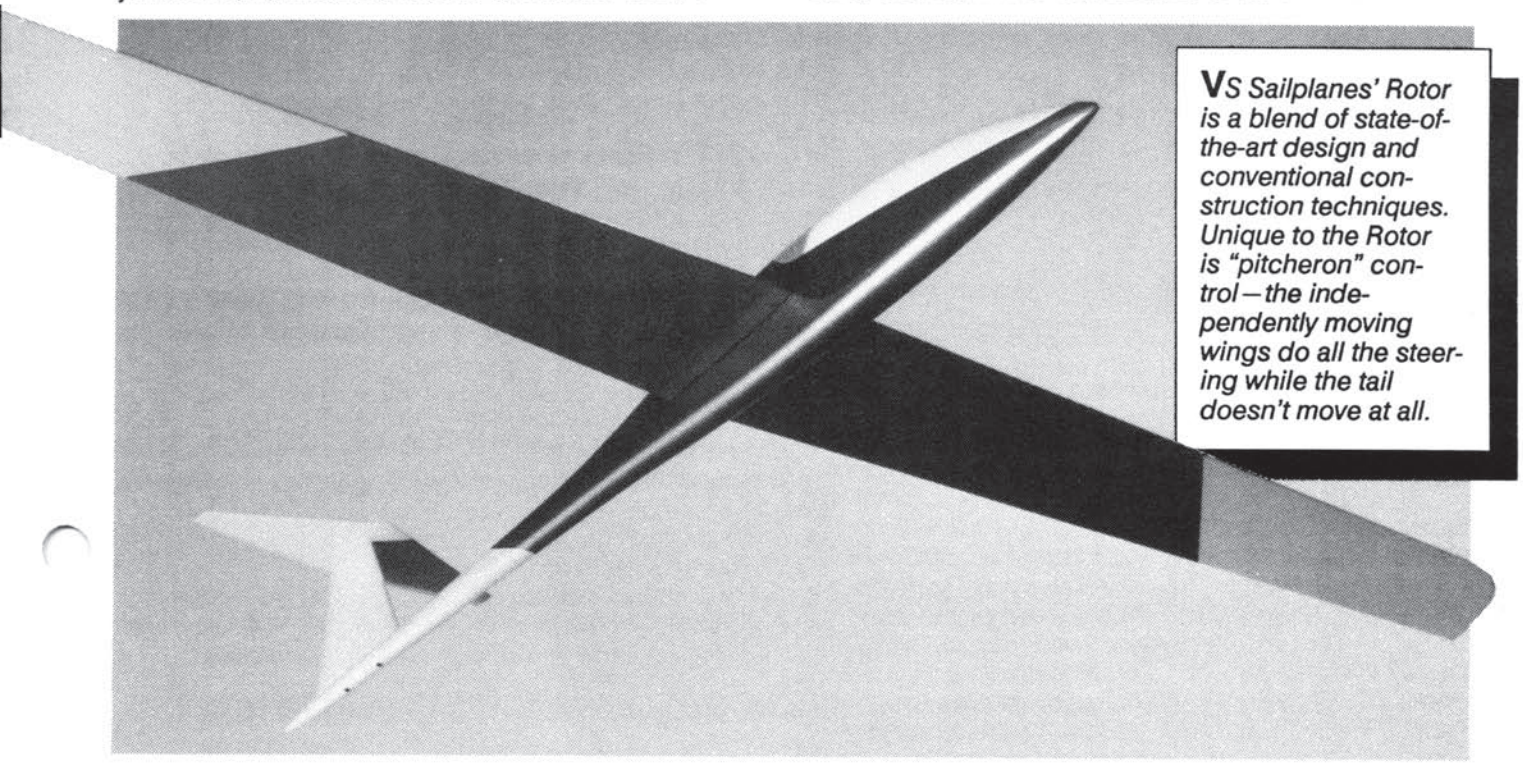
Them? Oh, yeah, there's an A-10 "Warthog" in the prototype stage now. We haven't seen it yet, but Derek likes it. It's a gentler flier than the A-4, so Byron gets twitchy and starts his "I feel the need for speed!" routine. But Derek says that normal people will love it. Byron's now testing a MIG 27. His comments? "It's *fast*!" Sounds like fun!

Give 'em a call for more details about the final kits and how you can get them at Combat Models, Inc., 8535 Arjons Drive, R, Miramar, CA 92126; 619/536-9922. ●

I watched one of these birds fly at Torrey Pines a couple months ago, and from what I saw, it more than lives up to its claims. The plane covers a lot of air space in a hurry! Ken is expanding on the Rotor's pitcheron concept with a new V-tail version called the V-Max.

He's also working on two very unique power scale kits: the Messerschmitt ME-163 Komet and a Horten Ho IX. The ME163 was a rocket-powered bomber interceptor developed by the Germans during WWII, and the Horten, a flying wing, looks like the original stealth plane.

For more information on these high-performance gliders, or to order one, contact Ken Stuhr at VS Sailplanes, 2317 63rd, Seattle, WA 98103; 206/525-5776. ●



VS Sailplanes' Rotor is a blend of state-of-the-art design and conventional construction techniques. Unique to the Rotor is "pitcheron" control—the independently moving wings do all the steering while the tail doesn't move at all.

VS Sailplanes

Looking for high performance? How about innovative design ideas? You've come to the right place.

Ken Stuhr of VS Sailplanes offers a very fast, quick-handling sailplane called the Rotor. Now, that's not news. Ken's Xica (say "Sheeka") design has met those parameters for years. But this one's different; *very* different. He even had to invent a new word to describe how it works: pitcheron. It means that the sailplane is controlled completely by wing movement. The T-tail serves only as a simple, nonmoving stabilizer. Two servos are used, one for each wing. Radio mixing allows the pivoting wings to act as both ailerons and elevator, moving either independently in opposite directions like standard wingerons, or together like an elevator for pitch control.

The Rotor is available in either the original 58" wing span or a two-meter configuration that's suitable for lighter lift conditions. The wings are blue foam, and the fuselage is built-up construction. Suggested list price is $64.95, and the two-meter wing kit goes for $24.95. Ken also loans VHS flight demo tapes for a $5 deposit, so you can take a look before you leap.

Plain Bags? Plane Bags!

There's a high-performance Rotor sailplane in this picture. It's disassembled, however, and packed away safely in this protective urethane-foam-padded nylon Cordura case offered by VS Sailplanes, the same folks who bring you the Rotor.

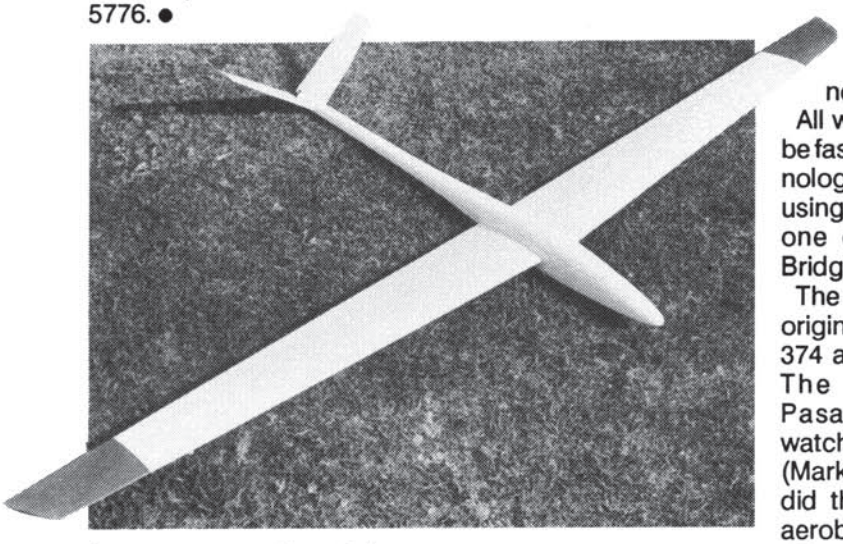
Our photo model, by the way, is Bill Liscomb. Bill produces those scale sailplane retractable-landing-gear setups, and he's also a proud Rotor owner. He's promised to write a story for us about his experiences building and flying the Rotor, so keep an eye out for it in an upcoming issue.

Back to the bags... They're available in many popular colors and several built-to-your-specs sizes with

corresponding prices.

1.5-meter $25
2.0-meter $30
2.5-meter $35
3.0-meter and over, call for a quote.

VS Sailplanes, 2317 N. 63rd, Seattle, WA 98103; 206/525-5776. ●



Lean, mean and nasty!
This is a Snipe. If a tall, mild-mannered young man with one of these tucked under his arm asks you if you want to race, say, "No thank you, Mr. Bridgeman."

Snipe

Now, *this* is a slope racer! The Snipe is one of the fastest sailplanes we've ever seen. Not only that, it's almost totally prefabricated using state-of-the-art composite construction. You assemble the pieces, install your radio and give it a highly visible paint job. Then, the rest is up to you: if you can fly well enough, the Snipe can win races.

Jerry Bridgeman's Snipe has become local legend here in Southern California, and for more than one reason. First was the original Snipe, a slope racer that immediately caught everyone's attention when Bridgeman brought it out to play. Then Jerry got interested in F3E, the international electric-powered sailplane competition. He built another, completely different plane (also called the Snipe), qualified for the world finals in Europe and placed 11th in his first and only attempt! Needless to say, he's currently building another electric using the lessons he learned from going up against the world's best planes and pilots in preparation for next year's event.

Back to the slope racer. Quoting from Jerry's flier: "Extremely fast and acrobatic. Set your own roll rate, 100 to 720 degrees per second. Finish 10-15 hours, mostly painting."

The Snipe has a 72" wing span with 360 sq.in. of wing and weighs 35-41 ounces for a loading of 14-16 oz./sq. ft. The airfoil is Helmut Quabek's HQ 1.5/9 and the aspect ratio is 14.4:1. The wings are completely built using sheet fiberglass and the vacuum-bag process. (Watch for a "how-to" story of this process with photos of Jerry building Snipe wings in an upcoming issue of *SSN*!) Controls are elevator and wingeron. The price is $160.

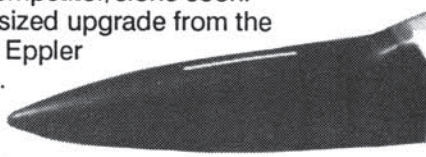
Contact Jerry at 9582 Hamilton Ave., Huntington Beach, CA 92646; 714/963-5421, to get your name on the Snipe waiting list (right after mine). ●

D.C.U.

Mark Hambelton's Dragonfly kit has been around for a while, and now it's joined by several exciting new products. There's the Super Dragonfly, the military-looking Stryker and a soon-to-be-announced, high-performance, all-fiberglass sailplane.

All we know about the newest plane is that it's going to be fast, that it'll be built using carbon fiber and Kevlar technology, that it'll be about two meters in span, that it'll turn using wingerons instead of ailerons and that it may utilize one of Helmut Quabek's airfoils. Sounds like Jerry Bridgeman's Snipe may have a competitor/clone soon.

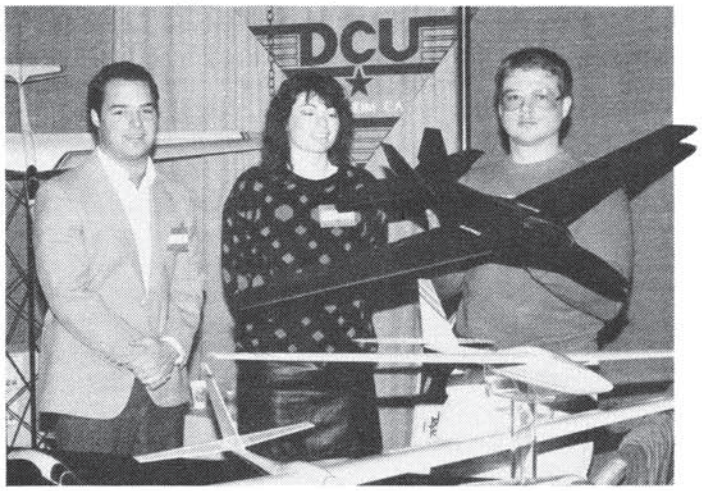
The Super Dragonfly is a larger-sized upgrade from the original Dragonfly. It features an Eppler 374 airfoil and spans two meters. The models we saw at Pasadena and then later watched fly at Point Fermin Park (Mark's official show pilot Kevin Gribben did the piloting honors) were smooth and stable, yet aerobatic.

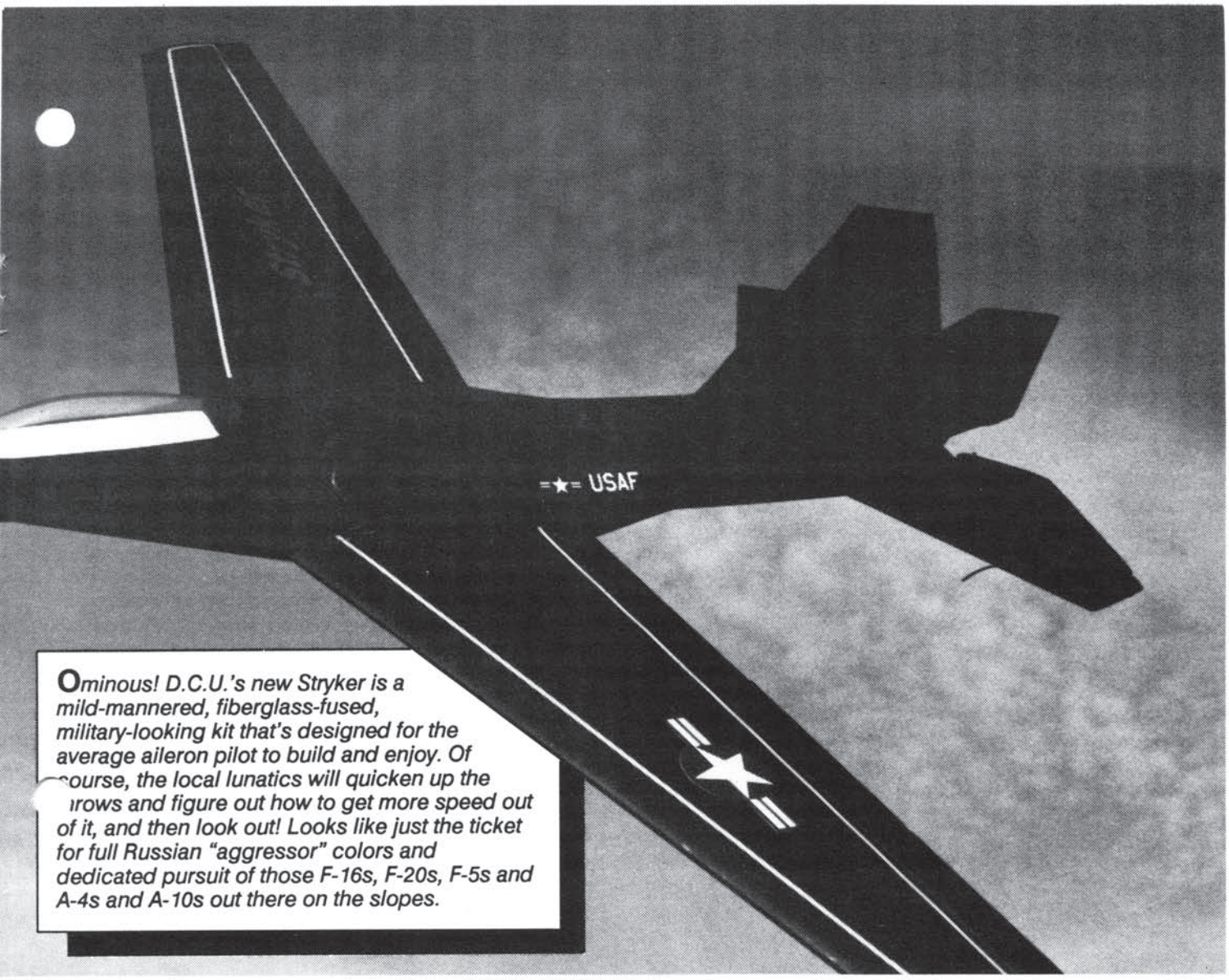


The sorta-scale, military-styled Stryker is an impressive kit. Its flat fiberglass fuselage has a definite MIG look to it, and would look superb in full Russian military colors – full "aggressor" mode to challenge the F-16s, F-5s and F-20s flying around the SoCal slopes! It's also cleverly designed. Mark used vacuum-forming techniques to create flanges to mount the twin tails, and it features a clear canopy to show off your pilot, friend or foe.

I had the opportunity to fly the Stryker at Bluff Cove recently, and it's a very stable, solid-handling flier. Intermediate pilots with some aileron experience will love it. More experienced fliers who are accustomed to fast, quick-handling planes will want to add some lead and bump up the control-surface rates. Projected list price on the Stryker is under $100, and it will probably be available at dealers who are currently selling the Dragonfly kits. ●

Team DCU at the IMS show booth.
Left to right, that's DCU test pilot Kevin Gribben; morale booster and the boss' wife, Sheryl Hambelton; and the boss/chief designer himself, Mark Hambelton.





Ominous! D.C.U.'s new Stryker is a mild-mannered, fiberglass-fused, military-looking kit that's designed for the average aileron pilot to build and enjoy. Of course, the local lunatics will quicken up the arrows and figure out how to get more speed out of it, and then look out! Looks like just the ticket for full Russian "aggressor" colors and dedicated pursuit of those F-16s, F-20s, F-5s and A-4s and A-10s out there on the slopes.

Vinylwrite

Art and Cynthia Morgan offer a unique service that can be very useful (and a lot of fun!) to slope fliers. With a special computer-driven machine, they can produce lettering or numbers on an individual basis for a reasonable price. These are excellent-quality, die-cut, adhesive-backed word or number groups that come sandwiched between two pieces of backing material. You remove the backing from the sticky side, place the group on your wing, fuse or what-have-you, burnish it down solidly, then peel off the other layer of backing material.

The most common use of their service seems to be AMA wing numbers, but I'll bet some of our outlaw slopers may have some more creative ideas in mind.

Just look at the range of options they offer!

Letter heights: 1/4" to 12" in 1/4" increments.

Colors: 17 choices.

Type styles: 8 to choose from, and they can be slanted forward or backward up to 40 degrees. They even offer an outline style.

Mirror image: Want to apply a sticker on the inside of your car windshield or inside any transparent material?

For complete information on all the features available, contact Vinylwrite Custom Lettering, 16043 Tulsa Street,Granada Hills, CA 91344; 818/363-7131. ●

Neat lettering is easy with Vinylwrite.
"Slope Soaring News" is set in Lubalin Graph type style, 1/2" high, with a 20° slant to the right. You get to choose size, type style, slant, color and, of course, the words or numbers of your choice.

Slope Soaring News

American Sailplane Designs

Here's where it all comes together. If you're looking for a slope plane, it's highly likely that Gary Anderson has it. Rollin Klingberg of Future Flight (Klingberg Wing, B-2 Stealth Bomber, X-wing prototype) and Ken Stuhr of VS Sailplanes (Rotor, Xica and soon the V-Max) both exhibited their wares in Gary's booth, and their products will be sold by American Sailplane designs.

American Sailplane Designs filled a double booth with all sorts of goodies, ranging from Gary's huge 1/3-scale ASW-20 to JM Glascraft's tiny Pee Wee Penetrator.

The American Sailplane Designs catalog shows products from Cheetah Models, JM Glascraft (three models of Penetrator), Klingberg, Sun Fair (Slope Master and Slope Dart), Pierce Aero (Ridge Rat), Buzz Waltz (Predator), Combat Models, J.A.D.E. (Telos), Bob Sealy Products (Javelin flying wing) and Milo Model Products (ASW-20 – not an ASW-17 as we incorrectly stated in the last issue – 1/5-scale Schweizer 1-26 and a smaller scale Phoebus with a four-foot wingspan).

And that's only the Slope and Scale Sections! He also sells thermal, electric and a whole variety of accessories – everything from wind-speed meters to Vinylwrite lettering to exotic composite building materials to field boxes to launching winches and, as the say, much, much more.

Get your copy of his catalog and say hi to Gary for me at the following address:

American Sailplane Designs, 2626 Coronado Ave., #89, San Diego, CA 92154; 619/429-8281. ●

Meet American Sailplane Designs' Gary Anderson. He's holding two of the many sailplanes he offers at mail order discount prices, JM Glascraft's Penetrators. American Sailplane Designs also offers the Rotor, Telos, Klingberg Wing and several designs of their own.

Cliff Hanger Models

Marty Silberstein and Steve Peacock produce the widest selection of power scale slope glider kits in the world. That may sound funny, since small businesses like theirs typically exist as "garage" shops – and theirs is no exception – but most operations offer only two to four different kits.

Cliff Hangers has expanded to *eight*! First, there are the original WWII P-40 Warhawk and F-5 Tiger II jet. Then they added two more WWII warbirds, the Japanese KAI-100 and the F-4U-1A Corsair featured in *SSN* two issues ago. Since then, the F-20 Tigershark and P-51D Mustang (shown partially built last issue) have been completed. Now, two new prototypes are shaping up in the Cliff Hanger shop (which, by the way, has just expanded into another garage bay): a T-6 Texan and a Bearcat. Very impressive for a garage shop!

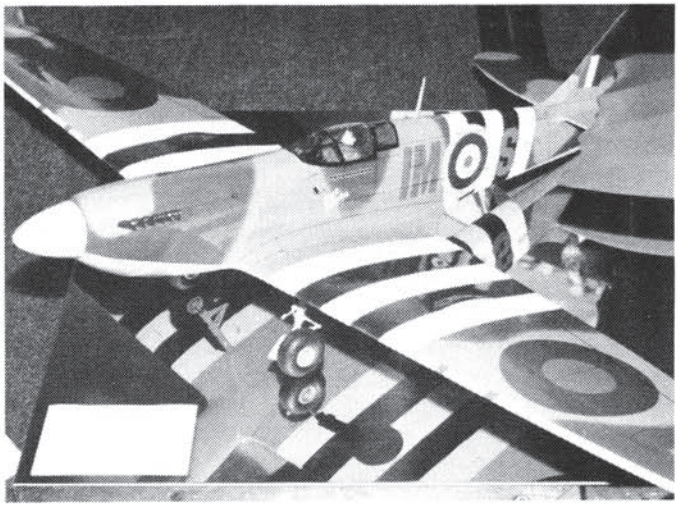
Cliff Hanger offers partial kits consisting of fiberglass fuselage, foam cores and instructions. Originally, the fuselages came in two halves, and the builder had to 'glass them together. Now, the fuses come as one-piece units, a significant step toward user-friendly kits. They're still not designed – or intended – for the beginning builder or flier. But now they're quicker and easier for the experienced modeler to build.

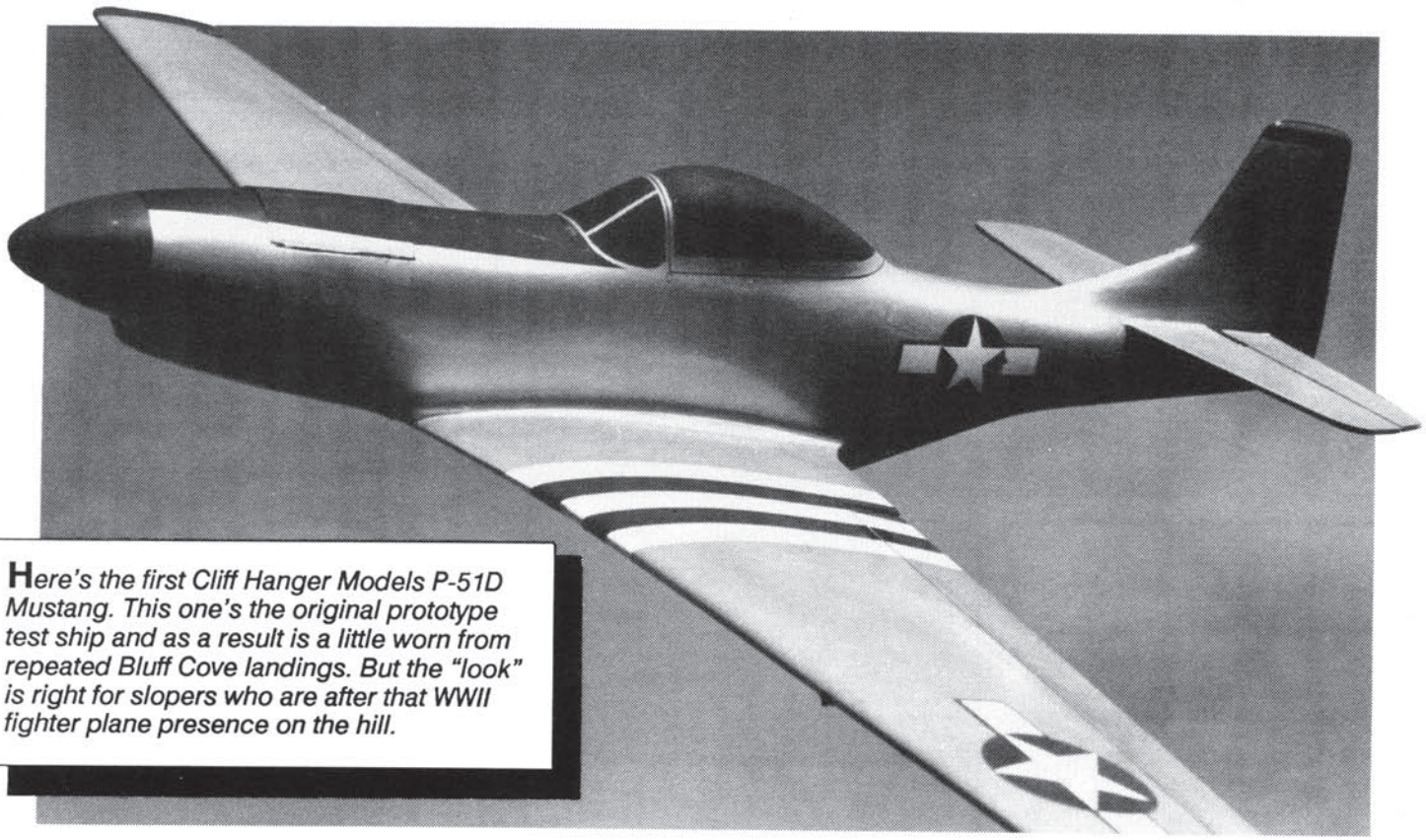
Want to see more? Contact Cliff Hanger Models at P.O. Box 9081, Torrance, CA 90508; 213/320-4530, for information on the dealer nearest you. Suggested list prices are $59.95 for all partial kits except the Corsair, which is $69.95. Complete kits, including all wood, fiberglass and linkage, are available on special order for $30 extra. ●

Slope Scale

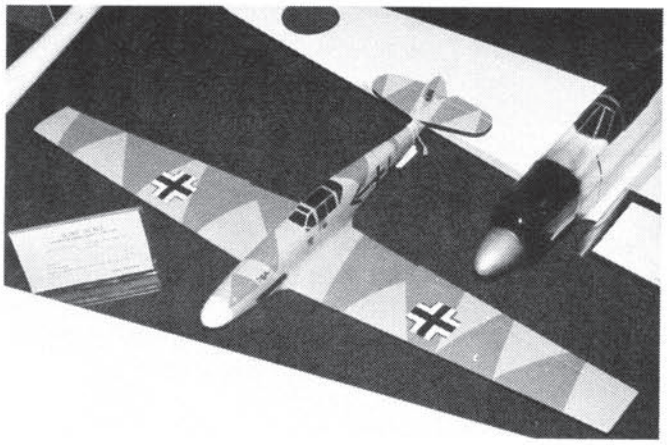
Paul Masura and Brian Laird didn't set up a booth at the IMS show, but they still made an appearance by entering the model contest. Slope Scale kits are available exclusively through Chuck's Model Shop, 14005 Hawthorne Blvd., Hawthorne, CA 90250; 213/644-5000. We'll let the photos and captions do the talking. ●

Coffee-table Spitfire. Brian Laird built this for-show-only Spitfire Mk. XIV so that he could reclaim a flyer from the ceiling of Chuck's Model Shop.

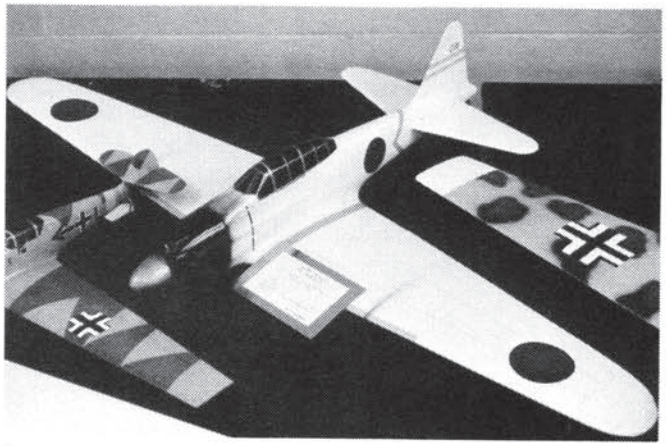




Here's the first Cliff Hanger Models P-51D Mustang. This one's the original prototype test ship and as a result is a little worn from repeated Bluff Cove landings. But the "look" is right for slopers who are after that WWII fighter plane presence on the hill.



Tiny and very quick!
Slope Scale's Paul Masura built this 32" span ME-109.



Banzai!
Gary Kawamura designed this Slope Scale A6M Zero.

Scraps

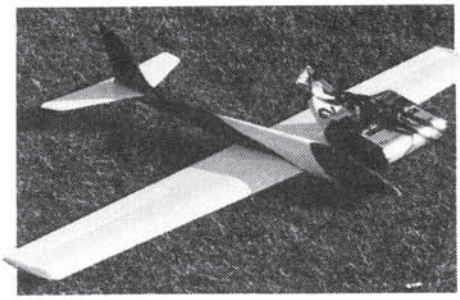
(continued from page 3)

is another version of the ubiquitous TLAR (That Looks About Right) that's so popular among slope soaring scratch builders. The unnamed speedster has a 48" span, and the two-pound white-foam wings are sheeted with 1/64" plywood. The fuselage is built up of balsa and has been fiberglassed for strength and finish.

"I tried to build light, but it didn't work out that way," says Rhalie. Too bad. Instead of a nice, light sailplane, now he's got the fastest plane at Point Fermin. Oh, well...better luck next time!

Point Fermin "rocket!"

Rhalie Salazar's scratch-built could be Fermin's fastest.



ELECTRIFIED CASH!

How'd you like to enter a flying contest and win $1,000? Felix Vivas, one of the spark plugs in the American F3E contest flying movement, has organized the second biannual Sportsman/Novice F3E FAI Contest. I know, I know, it's not slope soaring, but listen a minute. The type of sailplane that wins contests like this one is the same type that's a premier performer on the slope...all you've gotta do is add an electric motor. And the best part is that the electric experts are not allowed to compete. This is a $1,000 contest that a good slope flier with a fast glider could win!

Your plane may be any size and use any size electric motor. You may use a maximum of seven 1.2-ah or smaller batteries. Winning planes will be weighed and measured to assure they conform to FAI F3E rules.

For entry or inquiries, contact Felix Vivas, 1800 16th Street, H-310, Newport Beach, CA 92663; 714/645-3263

Air Mail

WINGAZOIDS!

Here's a picture of my latest flying wings. This is what I think a wing should look like. I believe in forward-swept wing technology and have spent the last 9 years and 25 planes learning to use it.

I would like to write an editorial on forward-swept wings and the lack of creativity in today's slope flier.

I've been a Bluff Cove regular since 1974, but I stopped flying in 1985. I returned due to the Northrop flying wing rollout. (Got inspired.)

When I returned to the cove, I saw the same planes and the same technology used in 1979. At Hughes Hill, it's the same technology used at the cove 20 years ago.

Everyone at the cove now uses fiberglass and foam, so the average plane is a heck of a lot faster and stronger. The average plane seems to weigh about 33 ounces with 300 square inches of wing area. They're too heavy. They fly great in high wind, but they're dogs in light conditions.

The average Bluff Cove flier seems to buy his plane from one of about four people who can cut foam wings. This is also hurting creativity. Doesn't anybody know how to use balsa wood and an X-acto knife?

Mike St. John
Long Beach, CA

Sounds interesting. Please send in that editorial, Mike! – Charlie.

THINK SMALL!

In your January issue, I noticed Larry Fogel holding a model of about five-foot span. Now, there is an area of real interest to me – scale sailplanes from one- to two-meter span. But where does one get good scale profiles of a useful size? Having to enlarge an outline from a magazine on a Xerox machine through about four steps doesn't turn me on! Are there kits available at these spans?

John Weston
Toronto, Ontario, Canada

First, a correction: I inaccurately identified Hap Merrifield as Larry Fogel. Hap's LS3 is built from a German kit. I have an ASW-17 with a beautiful 59-1/2-inch, high-aspect wing from the same firm. I got mine from Wilshire Models, back when Maddie Weiss owned it. As you know from reading the January issue of SSN, Wilshire is now closed.

If you're talking about airfoil profiles, John, most of the scale models do not use the same airfoils as their full-scale counterparts. Unless you're determined to build precisely to scale, just pick a model airfoil that approximates the scale one and that delivers the flying characteristics you expect. (Mr. Weston mentioned that he had a computer airfoil program in part of his letter we didn't print.)

Is there an interest in having SSN print airfoil coordinates, so that you can use them, either for hand- or computer-plotting of model airfoils? If so, which ones would you like to see? – Charlie.

ANOTHER COUNTRY HEARD FROM

Slope soaring in our little patch is more or less limited to days that have southwest breezes. Luckily, there are quite a few of them! Our present site at Folkestone is threatened by the development of the Channel Tunnel, and soon we will be turned off the land. For the brave, some clifftop soaring is possible, but no doubt you know of the associated problems.

Regarding our models, you could say we are at the lower end of low tech! I do cut my own foam cores, though, and our group plans to produce vacuum-bagged wings this winter.

We have found Alan Head's 40" Blob to be great fun, working well in wind from as low as eight mph and beyond 35 mph. It features a blue foam wing veneered in obeche, a ply fuselage and balsa sheet tailfeathers. Both of mine came out at 23 ounces. The aerofoil section looks like E374 at the center, but this becomes fully symmetrical at the tips. With minimum throws and a forward CG, a reasonable beginner could fly it, but it's tricky to land. Perhaps its best attributes are that it bounces well and is inexpensive. Most of his other designs are popular, too, as are those of Chris Foss.

We are just venturing into quarter-scale ships here. My friend Baz is flying a Vega, and I have an HP18 on the board. Both kits are by Pat Teakle of Weston Super-Mare.

The first flight of the Vega was winch launched. According to witnesses, I lost control of the pedal and merely held it down hard whilst the model rocketed to the top in 10 seconds or so. My reply to that accusation cast doubts on the witnesses' ability to see anything whilst cowering under their cars. Anyway, it flew!

Bryan P. Nicholson
Herne Bay, Kent, England

Sounds familiar, Bryan – getting booted out of prime flying sites due to "progress." Here in SoCal, development is rampant and sites are lost to housing tracts frequently. Luckily, we still have quite a few left, mostly in parks, that are fairly safe from being lost. Thanks for the letter! – Charlie.

Want Ads

THE FRENCH FLYER

Sensational easy-to-fly 48" wingeron. Complete with two standard servos. Only 18 oz. ready to fly. $95. (2-4 channel receiver required.) Greg French 213/597-6346. (12/88-2/89)

1/4-SCALE VENTUS

Kit by Roebers. 4-meter span obechi-sheeted wings. Gelcoat fuselage. MPX spoilers included. $425. Bill 619/931-1438. (2/89)

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