

AMA Slope Soaring Nats!

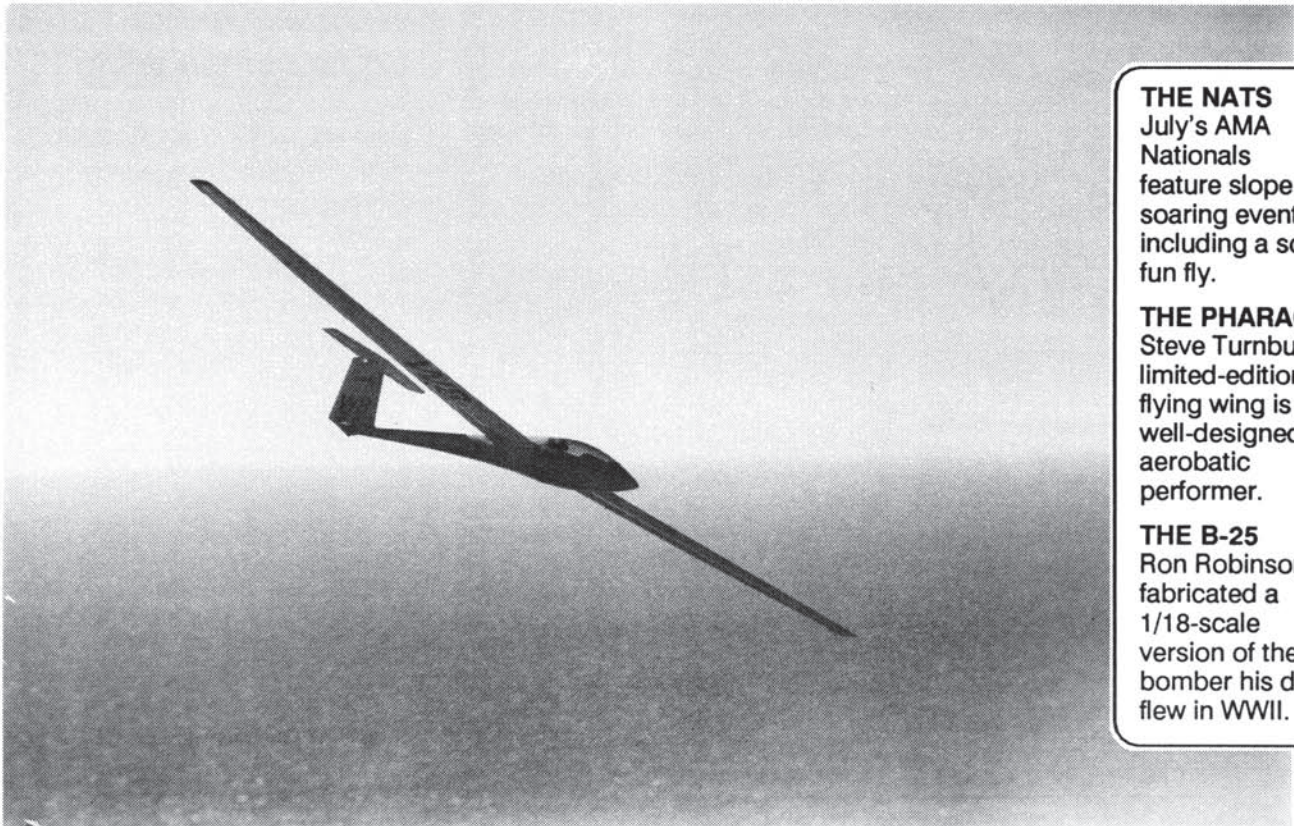
Your Complete Preview/Guide to the Events,
Schedules and Accommodations

Slope Soaring News

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\$1.50



THE NATS

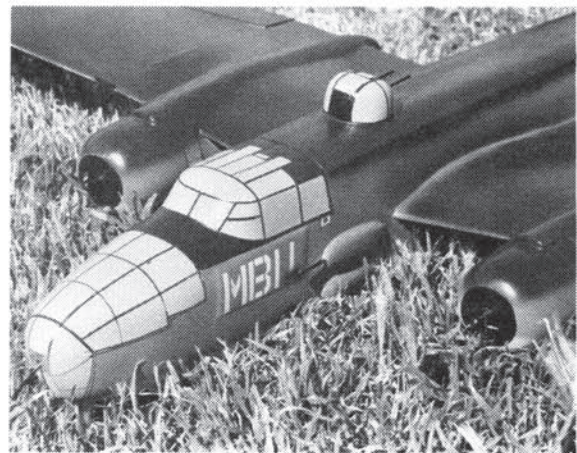
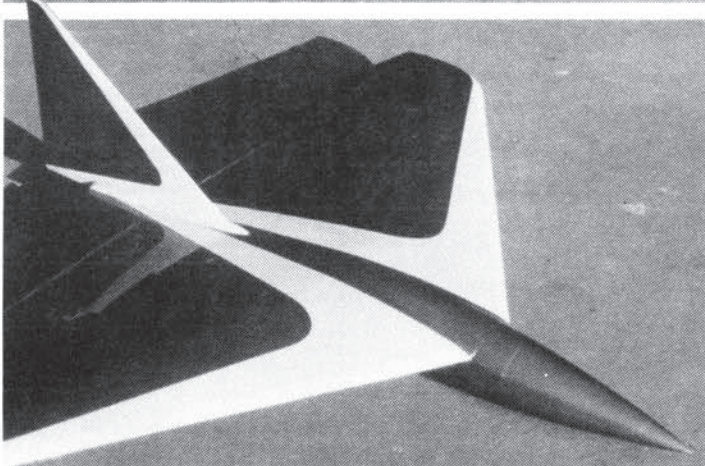
July's AMA Nationals feature slope soaring events, including a scale fun fly.

THE PHAROAH

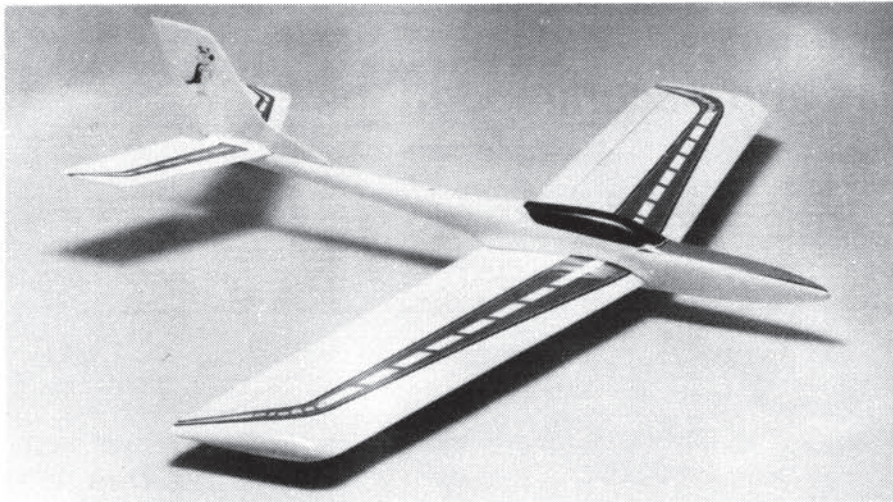
Steve Turnbull's limited-edition flying wing is a well-designed aerobatic performer.

THE B-25

Ron Robinson fabricated a 1/18-scale version of the bomber his dad flew in WWII.



● Talon Tips! Readers Share Their Building Tricks ● Ever Seen A Mitchell B-25 Slope Glider? See p. 12! ● Are You Insured? Join The AMA! (p. 11) ● A Personal Letter From Bob Martin (p.2) ● Banzai! A Cheetah Challenger!



Lean, mean and Dura-lene!

The Coyote is back. The kit includes a virtually unbreakable Dura-lene fuselage, foam core wings, 1/64" plywood wing skins and precision machined balsa parts. Suggested retail: \$89.95.

Wingin' It

WELCOME BACK, RIP!

My first aileron ship was a Bob Martin Coyote. I remember floating my House of Balsa Two-Tee around the Estancia and Newport Beach Back Bay sites, all the while wistfully watching out of the corner of my eye as those tough-looking Coyotes swept up and down the slope under my nose. It was inevitable. I had to have a Coyote, there was no second choice.

The Coyote—and its brethren from the Bob Martin stable—showed me what slope soaring was really all about.

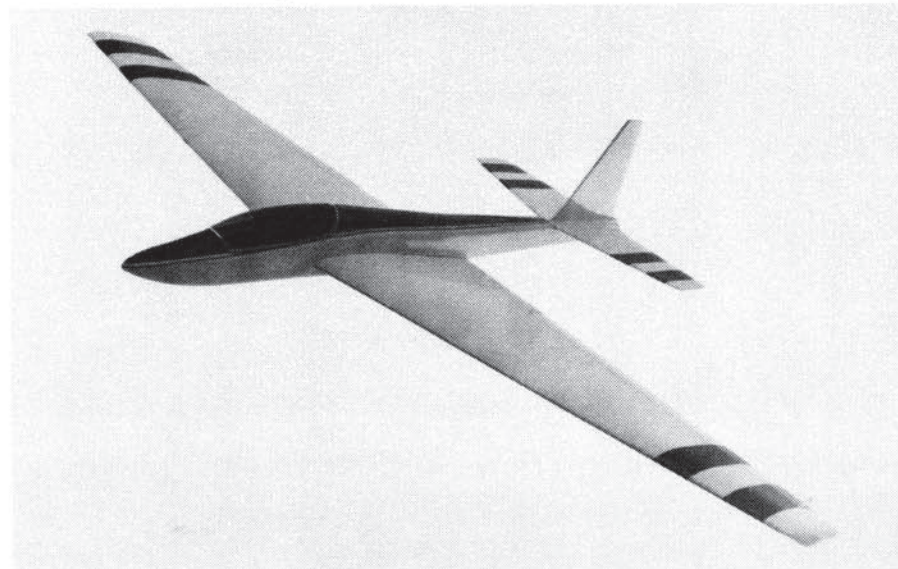
They didn't follow standard aeromodeling practices. They were neither balsa and Monokote floaters nor fiberglass F3B clones. They were outlaws, built purely for slope flying, and they were as unique and nonconforming as their owners, the slope fliers themselves.

Recently, I received a press release from Bob Martin RC Models. It announced the return of two of Martin's most popular designs, the Coyote and the SR-7. Then, a week or so later, this letter appeared. I'd like to share it with you.

Reading your latest issue made me feel somewhat like Rip Van Winkle. For

The formidable SR-7...not for beginners!

This one hauls! Same type of kit as the Coyote, suggested list: \$99.95



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Charlie Morey
Chuck Korolden

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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many years, I dreamed of slope soaring becoming a vital part of the hobby industry. I created the most popular and highest performance slope ships in this country, and they even won events like the RAF Pylon Championship in England. Yet, the slope market was barely big enough to keep the doors open.

Through your publication and the trade shows this year, it is indeed gratifying to see that this exciting segment of the industry has at last grown up enough to (apparently) support a multitude of companies that are producing a variety of new and exciting products.

Hopefully, the days are gone when a designer was scorned and dismissed as impractical when he or she ventured beyond the traditional design or construction techniques. If Hobie Alter had listened, there would never have been a Hobie Hawk, and if I had listened, there would never have been a Coyote, Super Gryphon, Katie II or SR-7.

My compliments go out to those creative souls who have ventured forth, risking time and money to offer their products to the growing market and helping shape the future of this exciting sport called "slope soaring."

My compliments also go out to you, Charlie, for I know what 16-hour days are about and how important it is to someone to give so much unselfishly for something they love, so others can enjoy it, too.

May the breeze always be in your face and the sun never set.

Bob Martin
Bob Martin RC Models
Lake Havasu City, AZ

Thank you for the kind words, Bob! It is amazing how slope soaring has grown. It's especially surprising how suddenly it's "gone vertical" in just the last year! Our only limits are geographic. Yet, even where there are no hills, people have found manmade slopes to fly: barns, dams, dikes...

There are people who want to fly, but don't want to crowd into restrictive power-plane sites. The recent growth of both slope soaring and electric flight indicates that there are others, like all of us who build and fly slope ships, who yearn for the freedom of silently soaring above it all. I think there's a good future for slope soaring, and I'm proud to support the real pioneers like Bob Martin in helping to make it happen.

— **Charlie Morey**

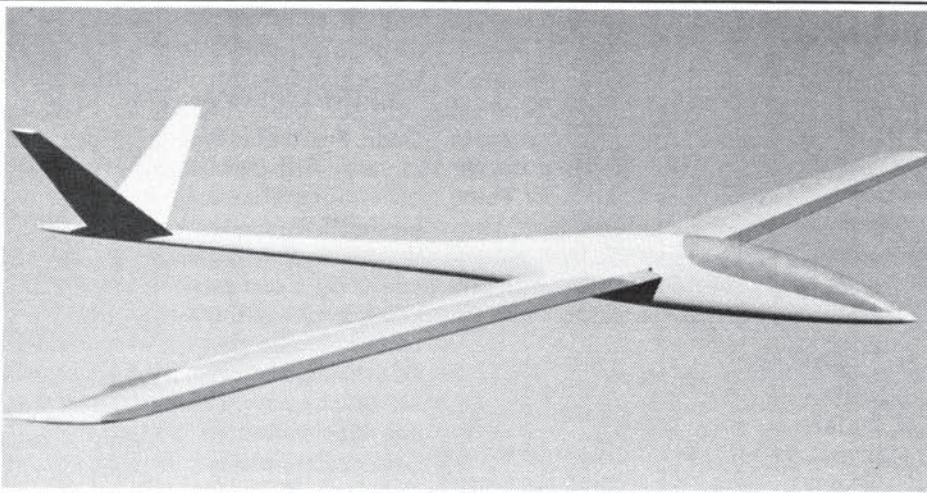
faster

higher

easier

US sailplanes

Umax



Category : Slope soarer - light to moderate lift
 Aerobatic - order with 1/64 th ply wingskins. Still good for light lift and very rugged!
 Strictly light lift and/or thermal - order balsa skins. Use medium hi-start or medium winch.

Controls : 2 channel (pitcheron) use either electronic or mechanical mixer (electr. shown on drawing)- this gives aileron and elevator control.

Structure : Fuselage - Epoxy/glass/kevlar composite molding. Seamless, pressure laminated. Hatch pre-cut, holes drilled, tail mount holes pre-drilled. Weight 7ozs. Lay-up equivalent to 5 layers 4oz. cloth.

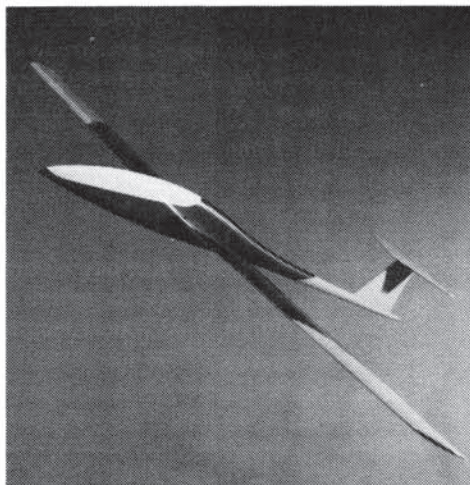
Status/Pricing : Available 3/31/89 \$112.95(balsa) \$119.95(ply)
 Pre-skinned cores(ply version only) add \$30.00
 Washington state residents add 8.1% SST

Dimensions :

Span = 78.75 ins / 2M Length = 44.5ins
 Root chord = 5.7 ins Tip chord = 3.5 ins
 Area = 362 sq. ins. / 2.5 sq.ft.
 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 (aerobat-cruiser)
 1/16th balsa skins (light lift; spars for winch/hi-start optional)
Tails : Sheet balsa, plug on.

ROTOR



Category : Dedicated slope soarer

Options : 2m light lift wing kit-plugs on to same wingrod-fuselage.

Dimensions : Span = 58 in (2m light lift)
 Root/tip chords = 6.5/4.5 ins
 Aspect ratio = 11 (14 light lift)
 Area = 305 (441) sq.ins.
 Weight = 31 (36) ozs.
 Wing loading = 15 (12) ozs/sq. ft.

Controls : 2 channel , Pitcheron
 2 servos of 50 oz.-in. torque minimum
 Electronic or mechanical mixing ok
 Wing section : Eppler 374 @ 7.5% (9.5%)

Structure : Fuselage - light ply and bass , no glassing required.
 Wing - Standard : blue foam cores , dense obechi skins, spruce LE.
 - Light lift : balsa skins
 Tail - all balsa , nylon bolt mounted

Pricing : Standard ROTOR kit \$64.95
 Light lift wing kit \$24.95
 Pre-sheated wings add \$25.00
 (avail. for standard wing only)
 Shipping \$ 3.00
 Wash state res add 8.1%sst

ORDERING

send check or money order (cash COD OK) to

US sailplanes 2317 N63rd Seattle, WA 98103 206 525 5776

Talon Tricks

Readers' tricks of the trade for Bob Martin's popular aileron ship

We asked for it, and you delivered. This is the first of several experiments we'll be conducting to determine just how involved you guys want to get with this newsletter. Our results weren't exactly overwhelming, but we did get some quality input from Talon owners when we asked how they modified and improved their planes. Hopefully their experience will give other Talon owners some food for thought. Here they are...

CARTWHEEL BRACE

Reinforce your fuselage with 1/32" plywood where the wing mount glues in. That way, even my patented cartwheel landings won't rip the mount out of the balsa sides as it did with the stock set-up.

Doug Hertzog
Long Beach, CA

SILENT FLYER SECRETS

Here's a picture taken at a Peninsula Silent Flyers meeting. Designated as Talon night, some of the guys brought in their Talons for a show-and-tell of their different building techniques.

We heard Skip Golden explain how he builds for the lightest possible wing loading by choosing the V-tail version and increasing the nose moment to avoid having to add an "dead balancing weight." Skip didn't cut off the extra inch or so of fuselage as called for in the plans. Instead, he shifted the wing and

stab aft to create the extra nose moment. Skip usually flies on a gentle slope where thermals are often plentiful.

On the other hand, our President Eddie Peril believes in building a Talon strong and heavy. Eddie enjoys penetrating a strong ocean wind with his fourth Talon. Some of his modifications include fiberglassing the fuselage and using a one-piece top spar for the entire length of the wing. He epoxied a carbon fiber laminate spar together for this. Eddie never worries about using too much epoxy. He's convinced that a heavy Talon is more fun to fly.

A special thanks to Bob Martin who donated a Talon kit to the club at the IMS show in January. Raffling off the kit really topped off our meeting.

Sal Campos
Palos Verdes, CA

HEAVY METAL V-TAIL

I had a lengthy discussion with Jack Chambers about the advantages of rudder control on small planes. As a result, I decided to build the Talon with a mixed V-tail and fully-sheeted wings.

Finding space for the rudder servo created the need for rearranging the inside of the fuselage. The elevator servo was moved to the forward side of the wing-mount bulkhead. The rudder servo takes up the space previously allocated for the elevator servo except that it has been snugged up against the bulkhead and mounted on a slide tray.

The wing bolt was originally moved back to the trailing edge, but since then, I've revised the design by using a smaller bolt at both the leading and trailing edge.

Mixed Reactions

The sliding tray is a sheet of 1/16" plywood with two lengths of 1/4" x 1/8" spruce glued underneath. The spruce acts as a spacer for four short sections of square brass tubing mounted at each corner of the tray.

The servo lies sideways on the tray, its mounting tabs held between spruce posts. A top sheet of ply is screwed to the posts to secure the servo.

The rails are made from a smaller section square brass tube. A spruce mounting system provides holes for the forward ends of the rails and slots for the rear ends. A small sheet of ply is screwed down to secure the rear ends.

I tried a few different mixing setups, and this is the only one that completely eliminated slop. The disadvantage is that it's heavy.

Twister Tail

I revised the tail a number of times before I felt comfortable, but even so, I'm not entirely satisfied with my present setup.

I salvaged the axle/control horn from my old junked Talon. That piece and the new one were cut about 1/8" past the control horn to form right and left pieces.

The tail support plate was widened and made from balsa with spruce stringers at each side and in the center. The stringers provide a harder surface for the brass bushings that support the axle. The bottom of the support plate was routed out for a 1/8" plywood capture plate which is secured with blind nuts. The support plate is bolted onto the fuselage with small nylon bolts and the ruddervators slide onto the axles and are secured by setscrew collars.

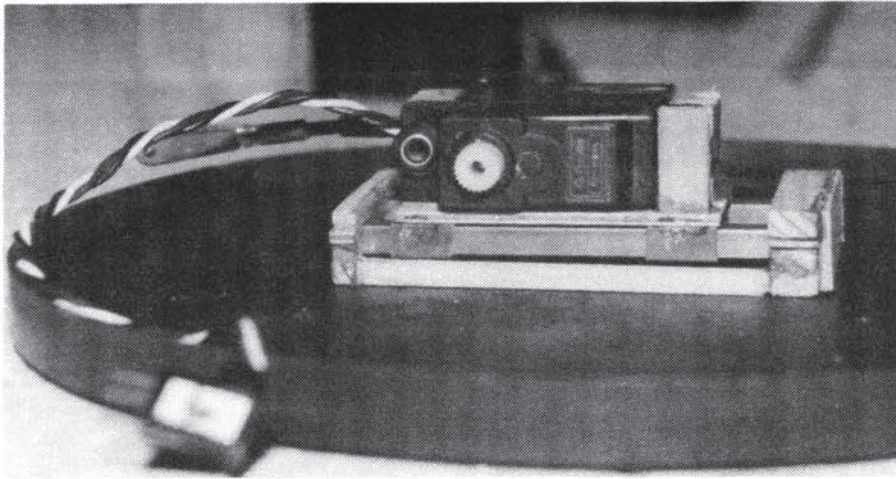
The inadequate length and poor fit of the axle bearings allows horizontal and vertical movement of the axle. Fortunately, there is no twisting movement that would affect control.

Exorcise That Hex

The tail had to be hollowed out to allow clearance for the ruddervator

The Peninsula Silent Flyers build 'em everywhichway...
...from Skip Golden's featherweights to Eddie Peril's lead sleds!





Here's the heart of Matt Waller's V-tail setup.

The "working" parts are made of two sizes of square brass tubing. The smaller-sized brass rails are mounted in a wooden cradle. The servo is set into a wooden mount, and the mount has a short piece of larger-sized tubing on each corner. Matt says it was a tight fit but worth the effort in building fun.

cables. I also sanded the fuselage round instead of the hexagonal shape shown on the plans. To add strength, strips of carbon fiber were glued longitudinally along the fuse and the entire fuse was wrapped with 1/32" balsa. The balsa was then sanded almost completely off until the carbon was just exposed.

I made the hatch separate from the wing to make radio access easier and to hide the wing bolts. It's held in place with a tab in the front and a slide-pin latch at the rear. The latch was made from a T-pin held in a brass tube. The pin slides into the bulkhead at the trailing edge. Because the radio sits on top of the elevator servo, the inside of the hatch had to be routed out for clearance.

Fillets were added under both wing and tail. The angle of the fuselage and wing on the stock Talon has got to add lots of drag.

I used 1/2-ounce fiberglass cloth to finish the fuselage.

Talon-Like Wing

Wing modifications include spruce spars, laminated spruce/balsa leading edge, larger tips that give a more "Talon-like" appearance, carbon fiber reinforced dihedral brace, and 1/8" plywood wing mounts are glued flat at the leading and trailing edges and threaded for nylon bolts.

Was It Worth It?

Who knows? Who cares? Figuring out how to stuff in all the pieces was a lot of fun.

Actually, the rudder does make a dif-

ference. A friend (with a lot more aerobatic experience than I have) flew it and said the rudder really kicks the tail around in turns.

The main difference is that the plane is heavy. My original version (without fiberglass and fillets) had a flying weight of 22 ounces compared with the recommended 14 ounces. I think, however, that the Eppler 205 flies better with a heavier loading. This plane is fast! I've found myself wishing that instead of rudder, I had added flaps so I could reduce the landing speed. In fact, the reason I fiberglassed it was that the bottom of the fuse wore out.

I plan to build another Talon, stock except for a fiberglass fuse and wing fillets. I'll also add a few degrees of dihedral to provide stability. My current Talon has a flat bottom which actually creates an anhedral top and makes the plane real touchy. Gives me fits when I need to change trims.

Matt Waller
Laguna Hills, CA

FLORIDA FLYERS

My friend Butch Childers and I are the only slope fliers I know of in Brevard County. We taught ourselves aileron technique, and we think it's an excellent kit.

Being on the east coast, Butch and I didn't have any resources to learn RC sailplaning except the written word. We taught ourselves to fly with a Gentle Lady and a highstart, then took her to the beach and learned to slope. A few

months later, we each got built a Talon, — one standard and one V-tail — and took it from there.

Despite being new to the game, perhaps some of the things we've learned may be of interest to your readers.

Nose Job

Glue the nose block onto the fuselage, then cut it off to approximately 1/8" thick to act as a base block for a large rubber eraser. Shape the block, and after covering the fuse, glue the eraser on with cyanoacrylate glue or contact cement. Sand the eraser to shape. You've still got that neat needle-nose entry, but now it's soft, safe and crash resistant.

Hatch Patch

Reinforce the canopy on the inside ceiling from the front edge to the former wall with carbon fiber and epoxy.

Max Differential

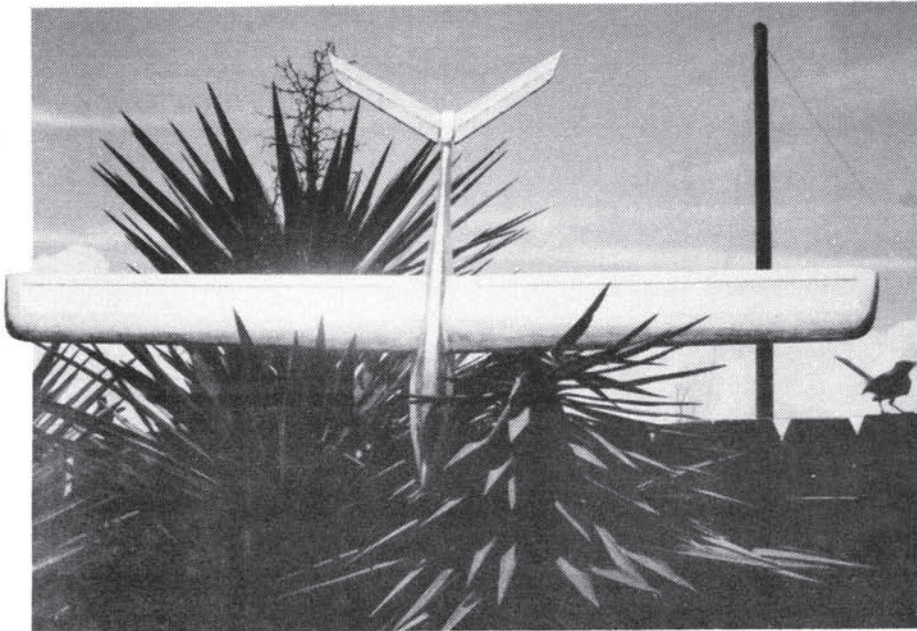
Maximize aileron differential (make them go "up" more than they go "down") by (1) top-hinging the ailerons, (2) bending rake into the aileron linkage before installing it and (3) use a four-arm servo arm with two adjacent arms cut off to leave the remaining two arms raked forward like the top of a "Y."

Use the provided nylon wing-mount bolt, cut and shaped appropriately, as a replacement for the wooden dowel alignment pin at the aft end of the wing/canopy structure. It will gove with impacts and save a lot of "field gluing."

We built our first two Talons according to the plan, and the first thing to go was the wing bolt mounting block. A few wingtip landings, and the block blows out, and it's hard to repair. It's also one of trickier aspects of the building job, so why not just delete it entirely? The wing can be attached easily with #64 rubber bands wrapped around the fuse/canopy at the wing leading edge, or do a dowel-and-band setup. For our limited landing zone and landing skills, this has worked really well, and it's only mildly unsightly.

Heart Of The Beast

Now that we don't need that internal wing block in the fuse, we can move the elevator servo forward flush with a fuse former at the wing's leading edge. If you cut off the servo's mounting tabs, you can save even more ballast weight. Use a dab of silicone to mount the elevator servo to the epoxy-coated fuselage floor for a more stable mount than servo tape



Ken Welch and Butch Childers did it "Florida style."

Built in both conventional and V-tail configurations, their Talon mods include maximized aileron differential, canopy reinforcement, removal of the wing-mounting block, and a full-house aileron/elevator/rudder control system. As you can see in this photo, the local songbirds approved, but the ospreys were another story! See text for details.

arm as short a possible because that full-flying elevator is very efficient and doesn't need much movement to work well.

One Last Tip...

On my first Talon, I used clear Micafilm with a black undercoat for a color layout similar to a hawk or gull. It looked good, at least to me, but one of our local ospreys took offense to my flying on his turf. I got jumped, chased and grabbed out of the sky when I tried to do a loop with him on my tail in a power dive. Best stick to "airplane" colors in the future, I guess.

**Ken Welch
Melbourn, FL**

MAKE IT TOUGH!

The Bob Martin Talon has a number of things going for it...a smooth, sleek, sexy fuselage; ease in building (once you get the hang of it); ease in flying; and cost! If not for the fact that it becomes a virtual grenade on impact, it would be an excellent aileron trainer. I learned aileron flying on the Talon, but I started the project with a few suggestions and added my own ideas as I went along. Several months later—with a well-worn (but still flyable) first Talon on hand—I've compiled a few of the ideas, suggestions, recommendations, and comments that should address the shortcomings I've noticed.

Wing Ding Reduction

I'll start with the wing, as there isn't much to be said if you stick with the one furnished in the kit. (The wing in the kit provides considerable lift. This statement is used to justify most of the fuselage recommendations to be made later!) Most of the breaks on my "trainer" were clean across the center joint. Second is the soft balsa leading edge and the attached sheeting. Replace the balsa leading edge with spruce, or, at least, cap the front of the ribs with a spruce sub-leading edge before the balsa leading edge. Use two dihedral braces of quality spruce or ply. Modify the mounting block in the wing so that the aileron servo may be mounted in front of the center spar. (Remember...anything we put behind the spar has to be balanced by something in front of the spar, i.e. nose weight, and I have yet to see a "stock" Talon that did not require considerable nose weight to balance properly.)

Note: In order to move the aileron servo ahead of the spar, it is also neces-

can provide.

On his standard-tail Talon, Butch added a rudder with internal linkage and the rudder servo stacked onto the elevator servo with the control arm on the opposite side of the fuselage. The internal linkage was a bugger to build and adjust. A better way would probably be to route one of Sullivan's smallest cables down the fuse to exit just forward of the tailplane and go with an old-fashioned external control horn. The full-house setup is hot!

If you want, you can put in a carbon

fiber patch on the floor and lay in a blind nut to mount a removable tow hook for highstarting. The plane goes up well.

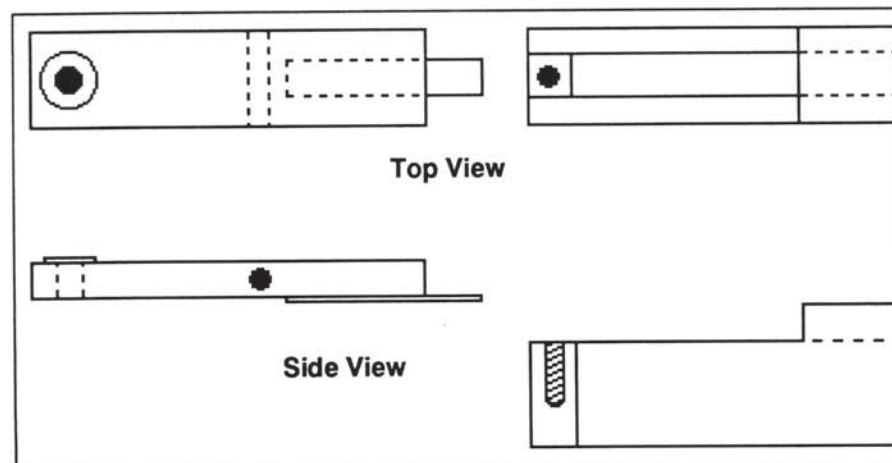
Quick-Change Tail

We didn't like the idea of gluing the tail cap on and losing access to the linkage. We made a tongue on the forward end of the tail cap and put a blind nut in the fuse tail plug. Now we can remove the tail for travel (hopefully) or repair (more likely).

Drill a new hole on the very end of the elevator control arm to decrease the elevator throw. Keep the elevator servo

You lose access to the linkage if you glue the tail cap on...

...so Ken and Butch devised this removable, bolt-on cap.



sary to move the elevator servo forward. This cannot be accomplished with the wing-mounting system on the plans. No problem, because this, too, will be changed!

For smoother, more efficient control, you should also consider moving the ailerons out further on the wing. This is easily done by fabricating (or buying if you're lazy!) new torque rods.

Start the ailerons six to eight inches out from the blueprint location. This will clean up some of the airflow over the empennage and reduce drag. If you are a control freak, you could make the ailerons a little wider, but this is really not necessary.

As always, take time to sand everything smooth and get those trailing edges sharp before you cover the wing. Keep the hinge gap clean as well!

Empennage Extras

V-Tail it! It is cleaner, lighter, and requires less building. Fabricate the pivot block from spruce instead of balsa. It will last much longer before it starts rocking!

Use 1/8" light balsa for the control surfaces. Sure, the built-up version is lighter, but after the first break, the nightmares begin! This thing is hard to keep in one piece!

Anyhow, if you decide to build the solid version the procedure is straightforward: Trace the plans on 1/8" balsa and cut out. Cut slots for the elevator wire and glue with cyanoacrylate. Then, using 1/64 ply, sandwich the bottom 2" or so of each fin. This should produce a fairly lightweight but tough structure which will take considerable abuse in flight. Even if you do hit fairly hard, the portion above the ply will go first, possibly allowing you to fly away. You could probably get away with some lightening holes if you're into that sort of thing. Just choose the positions carefully!

Defragilized Fuselage

The fuselage per plans is foxy, fast, and fragile! Sure, you can grab that baby at both ends and twist till your face turns red, but how many times when you had that unexpected supersonic collision with terra firma did the dirt and rocks sit there twisting on the darned thing? The fuselage is quite rigid.

Unfortunately, with the materials we are using, rigid translates into brittle.

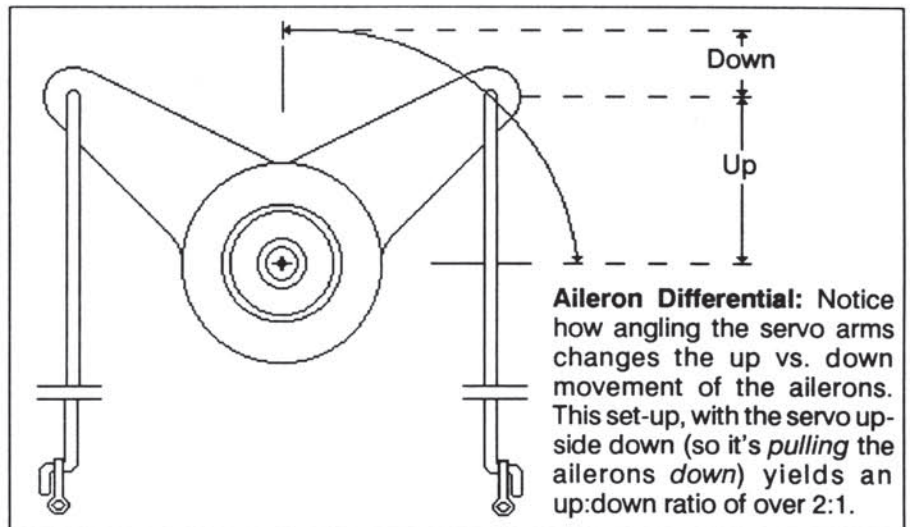
Here are a few tips to deal with the problem: Laminate all of the fuselage

parts with 1/64" plywood. You are actually skinning them, as only one side gets the treatment--the inside. The ply will increase the rigidity and to a certain degree impart some flex tolerance as well. While we're on the subject of flexibility, some mention should be given to your choice of adhesives. This subject alone could cover a few pages...perhaps another article. When skinning the fuselage part you should use a flexible adhesive. I have used RC-56 (yeah, canopy glue) with excellent results. This helps to avoid building-in unwanted stress. Cyanoacrylate works great for the rest of the model and really speeds the job along.

Laminating alone does a great job of strengthening, but I take it one step further...that's right! Put on the gloves,

layers of two-ounce or medium cloth. This is not the same as one layer of six-ounce cloth! I actually used two layers of six-ounce cloth on my first Talon, but it did not have the benefit of the 1/64 ply. Keep the resin to a minimum, blotting off the excess with tissue after the cloth is saturated. You should end up with a fairly light structure if you go easy on the resin. The rest of the fuselage is probably already strong enough, but you may want to add a single layer of two-ounce just for good measure! Just remember to keep the weight down!

With this complete, it is time to cut the canopy. But wait. Why cut any more out of your structure than necessary? The more you cut, the more that thing is going to twist and crack, so here's a hint: Start your canopy just far enough ahead



break out the resin and glass, 'cause we're gonna make a little mess! The fuselage tends to fracture approximately 1" and 2" forward of the wing trailing edge, and 1-1/2" aft of the canopy front edge (per plans). It also sees high stresses at the bulkhead intersection near the wing mount. It is easiest to perform the glassing procedure before cutting the canopy, just be sure to mark the bulkhead locations so they can be seen after the glass goes on!

Modify the bulkhead adjacent to the elevator servo to accept a plywood plate that the wing bolt will screw into. The wing will mount by screwing a bolt in from the top instead of the bottom of the plane, thus requiring a shorter bolt and less headaches!

Fiberglass the front portion of the fuselage (from 1-2 inches aft of the wing trailing edge to the nose, using three

of the bulkhead to let you slip your gear in. This may take a little patience to figure out, but it should be well worth the results. Another trick modification is to leave the canopy separate from the wing.

This will make it easier to attach the wing to your newly modified wing mount, and you could even interchange wings. Experiment with some off-the-wall foam core designs. The possibilities are endless!

Carl Fountain
Long Beach, CA

Okay, now what? Although not many readers sent in material, I think the quality of the tips these guys offered is great.

Now, shall we go for more Talon Tips, or is there another model you'd like to talk about?



RC Soaring at the AMA Nationals

A Complete Guide to Entry Information, Schedules and Accommodations

By Tom Culmsee

As many of you have undoubtedly heard by now, the Academy of Model Aeronautics has selected the Richland/Kennebec/Pasco, Washington area as the site of this year's National Model Airplane Championships. This is a fantastic opportunity to see the beauty of the Northwest and attend this spectacular contest. Soaring enthusiasts will be presented with an outstanding array of flying events to choose from, all centrally organized under the heading, Nats Soaring Festival '89.

During Nats Week, July 15-22, pilots will have the choice of flying in a total of eight different soaring events; slope, cross country, handlaunch, sport scale, F3B, unlimited thermal, standard thermal and two-meter thermal. Although cross country, slope and handlaunch are considered "unofficial events," which means that they are not listed in the official Nats entry form, the events will still be an important part of the overall soaring program.

To culminate the week, a soaring banquet will be held on Saturday evening, July 22. At this festive gathering, pilots will gorge on plentiful food and drink, listen to each others exploits and then witness the distribution of the many awards to those deserving few.

We expect a large turnout for all the soaring events. Due to limitations in resources, there will be a cap placed on the number of pilots entering each event. To assure yourself of a place in the events you desire, please send for your information packet and register as soon as possible.

Of course running an event as large as the Nats involves the help of literally hundreds of volunteer workers. Those persons wanting to do more than fly can help by contacting AMA headquarters and requesting a Nats Volunteer Application Form. Fill it out and send it back to the AMA, and you will then be assured of an important part in putting on what we hope to be the best Nats ever held!

SLOPE
(Unofficial Nats event)
Monday & Tuesday, July 17-18

The prominent hills in the vicinity offer a unique opportunity to slope soar, with the aid of wind compression, in spite of calm conditions in the flatland area. A world-class slope site will be used to fun fly and for F3F speed. Expect light to moderate winds.

Registration limited to 60 pilots
Entry Fee - \$10 (both days)

CROSS COUNTRY
(Unofficial Nats event)
Monday, July 17

The open rangeland surrounding the Tri-cities makes an outstanding location for this growing aspect of RC soaring. A course has been selected to be both challenging to the experienced X-C pilot as well as forgiving to the novice. Aircraft must meet FAI size and weight limitations.

Registration limited to 25 teams of three or more persons
Entry Fee - \$20 per team

SCALE AND F3B
(Official Nats events)
Wednesday, July 19

An entire day will be devoted to these two exciting events which will be run concurrently. The scale event will consist of static sport-scale judging and thermal duration flights. The F3B event will consist of speed, distance and duration tasks to test the skill of the expert pilot.

Registration limited
Regular Nats entry fees apply

HANDLAUNCH
(Unofficial Nats event)
Tuesday, July 18

Class B (two-meter) and smaller planes will be allowed to enter this very popular event. The task is a two-minute MAX, seven launches in 10 minutes of working time. Best five flights are scored per round. Three complete rounds will be flown.

Registration limited to 80 pilots
Entry Fee - \$5

THERMAL DURATION
(Official Nats events)
Thursday, July 20 (Unltd.)
Friday, July 21 (Mod. Std.)
Saturday, July 22 (2-M)

These traditional Nats events will be run in the usual format of precision

duration flights with 100 ft. in/out landing circle. This year each class will be flown on its own day to be efficient. We plan to run a minimum of seven rounds per class.

Registration limited
Regular Nats entry fees apply

For further information...

Slope:
Wil Byers 509/627-5224
Cross Country:
Mike Bamberg 503/640-5926
Handlaunch & Official Nats Events:
Tom Culmsee 503/667-4532

Registration

Registration for the official Nats events must be done directly through the AMA.

For a detailed information and pre-registration packet to all events, write:
Tom Culmsee
Soaring Events Director
2190 S.W. 8th Dr.
Gresham, Oregon 97080

To receive your entry blank directly from the AMA, please send one business-size (number 10) self-addressed stamped envelope for each entry form requested. If you want the entry form PLUS the information packet PLUS an updated mailing (late June), please send \$1.00 to cover postage and handling:

Academy of Model Aeronautics
1810 Samuel Morse Drive
Reston, VA 22090
Attn: NATS

Where to stay

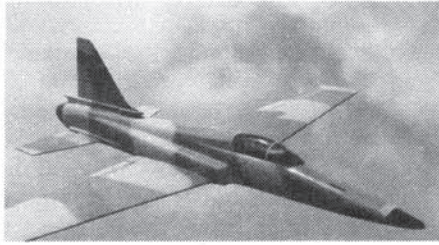
A motel has been selected as the official soaring headquarters. Discounted rates are available to those wishing to stay there. For reservations call The Clover Island Inn, 435 Clover Island, Kennebec, 1-800/541-7628 or 509/586-0541. Please mention you're with the Nats Soaring Group to get the discount rate.

Alternate soaring-group hotels...

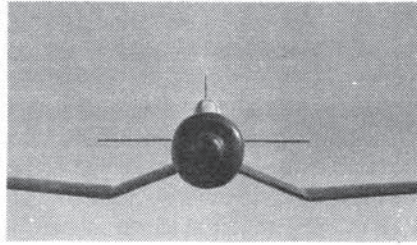
Holiday Inn, Richland, 800/635-3980
Shilo Inn/Rivershore, Richland, 509/946-4661

More alternatives...

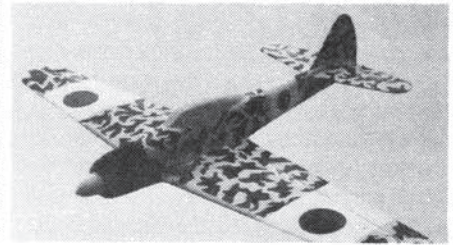
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F-20 Tigershark



F-4U Corsair



KAI-100 (Zero)

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T-6 Texan
P-51D Mustang**

F-18 Hornet

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509/783-0611

Columbia Dunes Motel

1751 Fowler, Richland
509/783-8181

Columbia Motor Inn

1133 West Columbia Drive, Kennewick
509/582-5309

Desert Gold Motel

611 Columbia Drive Southeast, Richland
509/627-1000

Desert Hills Motel

2721 West Kennewick Avenue, Kennewick
509/586-6722

Green Gable Motel

515 West Columbia Drive, Kennewick
509/582-5811

Hallmark Motel

720 West Lewis, Pasco
509/547-7766

Hide-A-Way Motel

2506 East Lewis, Pasco
509/547-3697

Holiday Inn

1515 George Washington Way, Richland
509/946-4121

Imperial Inn

515 George Washington Way, Richland
509/946-6117

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509/547-6231

Motel Six

1520 North Oregon, Pasco
509/546-2010

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509/735-9511

Nendels Motor Inn

615 Jadwin Avenue, Richland
509/943-4611

Sage 'N Sun Motel

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509/547-2451

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Stalag 13 Motel

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509/375-1424

Starlite Motel

2634 North 4th, Pasco
509/547-7531

Tapadera Budget Inn

300-A North Ely, Kennewick
509/783-6191

Thunderbird Motel

414 West Columbia, Pasco
509/547-9506

Travel Inn

725 West Lewis, Pasco
509/547-7791

Val-U Inn Motel

1800 West Lewis, Pasco
509/547-0791

Nendels Golf Resort

Umatilla, Oregon
1-800/447-Play

Hanford House Thunderbird

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2525 North 20th, Pasco
509/547-0701

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Desert Gold RV Park

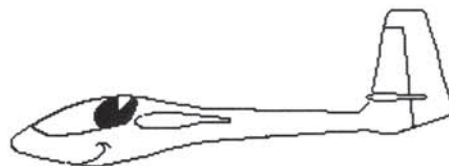
611 Columbia Drive Southeast, Richland
509/627-1000

Green Tree RV and Mobile Home Park

2200 North 4th, Pasco
509/547-6220

Metz Mobile Home and RV Park

1421 South Cedar, Kennewick
509/586-6001



MODELNET

The Modeler's Computer Network!

If you own a personal computer and a modem, you can get the AMA's newest service, an electronic bulletin board called ModelNet. ModelNet is up and running on the nation's largest computer networking company, CompuServe Information Service. CompuServe offers a tremendous amount of information, programs, news and communications to their subscribers. Now AMA is online. 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. You can even submit an AMA application online and get confirmation of insurance coverage within a business day.

To connect with ModelNet, you need a modem to connect your computer to your telephone and software to allow your computer to send and receive in-

formation. 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 CompuServe services, including ModelNet. They charge \$6.30 per hour of online time at 300 baud; there is a minimum monthly charge of \$1.50. 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. You can get complete information by calling CompuServe at 800/848-8990.

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 can post announcements of your local contests or club activities to Section 1, AMA Business. Browse through the other

messages. When you see one you're interested in, you can answer it, read the other answers to it, or read the original message that started the discussion. When you leave an answer, the member you addressed is notified of your waiting note the next time he enters ModelNet.

ModelNet has Libraries where you can read all sorts of articles, files and computer programs. The AMA Contest Calendar is stored in Library 1 and updated regularly. Library 3 has a complete index to all AMA clubs. Library 4 has a national directory of hobby shops. There are articles here that will appear in print 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 Libraries for you to get whenever you want.

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

AMA MEMBERSHIP SIGN-UP FORM

Provided Courtesy of Slope Soaring News

Please fill out this form completely. An incomplete form will delay the processing of your membership.

Date ____/____/____

Name _____

Date of Birth _____

Address _____

MasterCard or Visa _____

City _____

Card number _____

State _____ Zip Code _____

Expiration date _____

Date of birth ____/____/____

Is this a New membership, or a Renewal: _____ If Renewal, enter your AMA Number: _____

MEMBERSHIP CATEGORIES: Enter one of the following categories below.

● If you are 19 or over by July 1, select one of these categories:

OPEN FULL MEMBERSHIP: \$40. Includes all competition privileges, liability and accident/medical insurance, and subscription to Model Aviation Magazine.

OPEN LIMITED MEMBERSHIP: \$36. Same as above, except only "AMA News" section from Model Aviation Magazine.

EXTRA FAMILY MEMBERSHIP: \$20. For second adult in immediate family, same address. No publication. One family member must join as Open Full; include this member's number with application.

SPECIAL SENIOR CITIZEN RATE: \$21. For age 65 and over. You must submit proof of age by mail the first time you apply for this rate.

● If you are not 19 by July 1, :

YOUTH FULL: \$16.00. Same privileges as Open Full.

Your membership category: _____

Your main interest (CL, FF, RC, Indoor, Scale, All) SLOPE SOARING

Do you want an FAI stamp (\$10, required for international competition): _____

Do you want an FAI Booster Stamp (\$5 contribution to FAI Teams): _____

Would you like information on the AMA Museum Patron Program? _____

Total membership payment enclosed: \$ _____

Thank you very much. Your coverage becomes effective when this application is received at AMA Headquarters.

Academy of Model Aeronautics, 1810 Samuel Morse Drive, Reston, VA 22090, 703/435-0750

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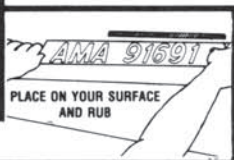
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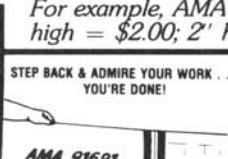
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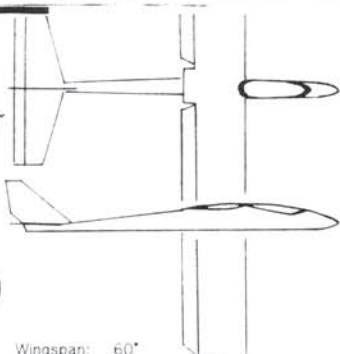
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Cheetahs check your six !!!



Wingspan: 60"
Wing Area: 450 sq. ins.
Airtail: Eppler 374 (mod.)
Length: 36"
Weight: 26 to 34 ozs.
Radio: 2 chan. min. (stand. size)

PLEASE DO YOUR HOBBY SHOPPING AT THESE AUTHORIZED SLOPE SOARING NEWS DEALERS!

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140 North Citrus Ave.
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818/331-1910

Chuck's Model Shop

13505 Hawthorne Blvd.
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1064 S. Brookhurst Rd.
Fullerton, CA 92633
714/871-0616

Hobby Warehouse

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

San Antonio Hobby Shop

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Mountain View, CA 94040
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Precision units made in USA from aircraft quality materials. Two 1/4 scale size units to choose from: Std. - up to 10 lbs., H.D. - over 10 lbs. \$50.00 each + \$3.50 S&H. CA res. add 7% tax.

Send Sase for information on glass 1/4 scale DG 202 fuselage. 1/3 & 1/5 scale retracts available soon.

Scale Glider Components

7034 FERN PLACE
CARLSBAD, CA 92009

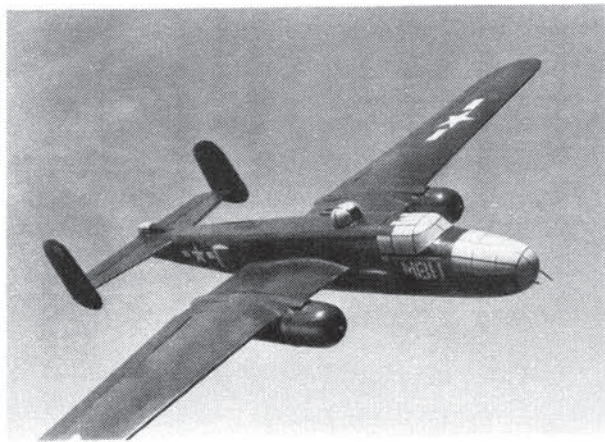
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A monthly publication covering the International RC Soaring Scene.

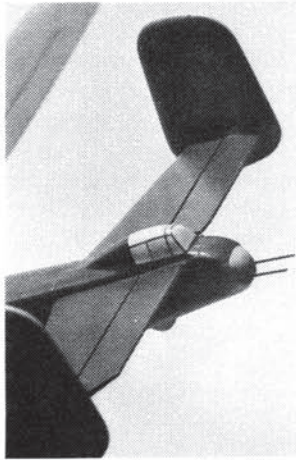
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RC SOARING DIGEST
P.O. Box 1079, Payson, AZ 85547



Just your average Mitchell B-25 sloper...

Meet Ron Robinson. His dad, a Marine 1st Lt. during WWII, flew with Squadron VMB611 in Zambowanga, Phillipines in a B-25 that looked exactly like this one. It was the only bomber that ever recorded a midair "kill" (that's right, this bomber shot down another bomber!). Ron's model is 1/18 scale; typical Bluff Cove warbirds are approximately 1/10 scale.



VIDEO BUILDING INSTRUCTIONS

Channel One Productions sent us a press release on a series of video tapes that show how to do some of a slope soarer's favorite building techniques. Among the titles are "How to vacuum bag fiberglass wings and where to buy materials," "Cutting foam cores and making templates" and "Making fiberglass molds."

The tapes sell for \$34.95 each, plus \$3.50 shipping, or if you buy two, you can get the third one for only \$24.95 plus shipping. (Texas residents, please add 8% sales tax) National Soaring Society or League of Silent Flight members get a 20% discount.

For more info or to order, contact Julian at Channel One Productions, 19827 Bishops Gate, Suite #1, Humble, TX 77338;

713/540-3944. Please remember to tell 'em you read about it in *Slope Soaring News*.

BIRDS OF WAR

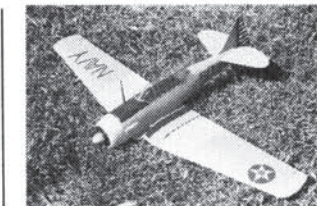
That Ron Robinson! When he's not busy modelling his dad's WWII Mitchell B-25 bomber as a slope soarer, he's knocking out new warbirds for Marty Silberstein and Steve Peacock's Cliff Hanger Models. Marty and Steve offer everything from WWII fighters to modern-day jets. They design many of their own planes, but they never pass up an opportunity to add one of Ron's planes to their list. Here are the two latest models from the Robinson ensemble: a T-6 Texan and an F-8F Bearcat. Nice, huh? Cliff Hanger Models now sells both these beauties. Contact 'em at P.O. Box 9081, Torrance, CA 90508; 213/320-4530 for info on a dealer near you.

HORTEN FLYING WING BOOK

If you're into flying wings, you need the information the book *Nurflügel*. Originally in German, this history of the Horten flying wings has an English translation. Contact Jan (say "yahn") Scott at Scott Airpark, Rt. 1, Box 239, Lovettsville, VA 22080; 703/822-

More Ron Robinson magic!

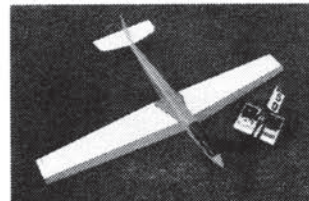
This F-8F Bearcat (left) and T-6 Texan were designed by Robinson and are now available at Cliff Hanger.



5504. Nurflügel means "only wing", and the \$45 price tag includes shipping.

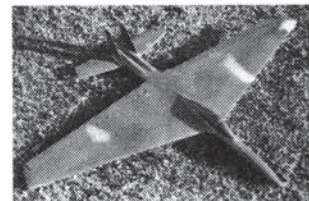
F-15, ANYONE?

James Manley, the man who kits the JM-1 you may have seen in SoCal hobby stores, is now playing with this power scale prototype



JM-1 & F-15.

James Manley's JM-1 (above) is available at SoCal Hobby stores. His new F-15 (below) is still in the prototype stage.

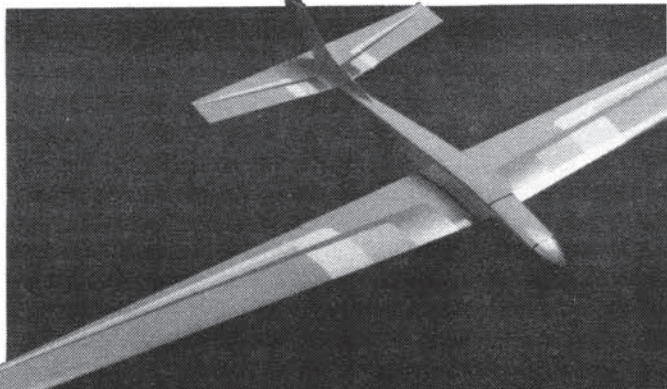


of an F-15. This one's heavy at 32 ounces and a 41" wing span. The 1/16" balsa fuse has been covered in Kevlar®. James' next project is to build a much lighter 20-ounce version.

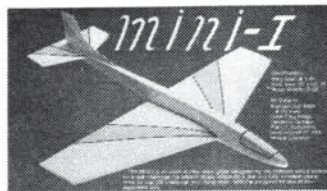
MINI-I & KAM-U

Ken Williams has a pair of slope designs, one for the advanced builder/flier and one for the intermediate.

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



K&A slopers for aileron learners and experts. The KAM-U (above) is a mild-mannered trainer; the MINI-I (below) is a tiny, quick-handling thrill for the experts.



Both feature built-up fuselages and come as complete kits with all the wood, foam cores, pushrods and hardware you'll need.

The MINI-I is a tiny 28-1/2" wingspan ship, and it's not for the beginner. A mini two-channel radio is required. Flying weight should be 9-1/2 to 10 ounces,

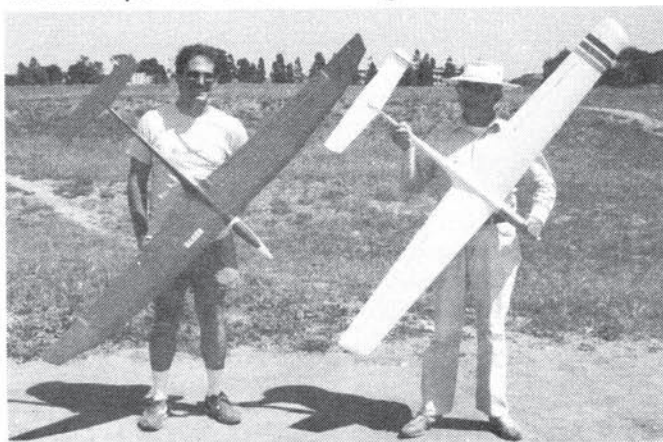
so the 167.4 sq. in. wing gives a wing loading of about 8-1/2 oz./sq. ft. There are a couple flying at Long Beach, and they're quick little rascals!

On the less frantic side, Ken offers the KAM-U, a 50" wingspan model that he says is very stable, yet capable of performing full aerobatic maneuvers. The KAM-U is large enough to accept full-size radio gear. It appears that it would be an excellent first aileron plane for a floater pilot who's ready to take the next step up.

Ken's company is K&A Models Unlimited, 5990 California Ave., Long Beach, CA 90805. Drop him a line (please mention *Slope Soaring News*) for

Paleface beware!

Mark Grand (left) and Guy Bennett show off a pair of Mark's Super Comanches at Hughes Hill.



more information or to find out how you can get one of these kits.

WILD INDIANS!

Los Angeles area designer Mark Grand's Super Comanche sport flier/slope racer is now available as a partial kit — fiberglass fuselage, foam cores and plans — in the \$100-\$120 price range.

The design has been around for a few years, in fact, Guy Bennett's plane is two years old. Guy's plane, on the right in the photo, shows the standard wing planform that's included with the partial kit. Mark's plane sports a Schuemann planform that's too difficult (spelled: e-x-p-e-n-s-i-v-e) to offer with the kit.

Mark also makes the Scorpion flying wing. For details on the Super Comanche and more, contact him at 3778 Moore St., Los Angeles, CA 90066; 213/391-5746. Please mention that you saw it in *Slope Soaring News*. Thanks!

IS THAT A DRAGON FLEA IN YOUR HAND...?

Or are you just happy to see me? Yes, that's the man from DCU, Mark Hamblen, but that's no Dragon Fly or Super Dragon Fly he's holding.

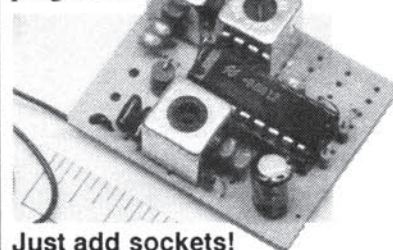
It's the latest, greatest, soon-to-come aberration in the Dragon Fly line, the Mini Dragon Fly. This little bite-sized beauty features a highly-unique, vacuum-formed plastic fuselage. It'll be quick to build, and the price is expected to be very, very reasonable. We'll keep



Gnat-ural flier!

If you've enjoyed flying your Dragon Fly or Super Dragon Fly, you'll love the newest baby in the constantly-growing DCU litter.

you updated as development and production progress...



Just add sockets!

The RJM two-channel micro receiver comes stripped, cheap and small.

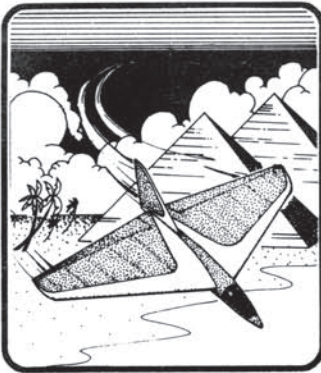
AND FOR YOUR TINY GLIDER...

An even tinier receiver! This little gem comes from Bob Markle at RJM Enterprises, Unit #3, Sandy Hill Rd., R.D. #6, Irwin, PA 15642. It comes just as you see it here: No crystal, no servo connectors and no case, for just \$34.95, plus shipping. If you're handy with a soldering gun, you could get this two-channel signal snatcher into your plane with just a few minutes work. Of course, complete instructions are

Scraps...

included for both assembly and tuning.

Bob also offers other electronic widgets, gadgets and chargers for both slopers and electric fliers. His catalog is available for \$1.00. As always, please mention *Slope Soaring News* when you call or write to inquire.



Perfect for slope soaring the pyramids.

Steve Turnbull's Pharaoh flying wing is a highly aerobatic performer.

FLY LIKE AN EGYPTIAN!

With apologies to the Bangles, we proudly introduce a new model designer, Steve Turnbull of Laguna Beach. Steve's Pharaoh flying wing spans 44" and weighs only 18 ounces.

The Pharaoh is all-balsa construction, and the kit quality is nothing short of superb! The wings literally slide together (both the ribs and spars are slotted) for easy alignment of the 8% symmetrical airfoil. No jig necessary, the precision-machined parts allow you to just slip it together and Zap it!

The first production run was 50 kits, so call today to get yours before they're all sold out. They're going for

\$64.95, plus shipping (and 6% sales tax for California residents). Contact Steve at the Swell Aircraft Company, 32181 S. Coast Highway, Laguna Beach, CA 92677; 714/499-2540.

An added bonus is the professionally done instruction booklet that tells the story of the Pharaoh's unique origin and the real reason the Egyptians built the pyramids.

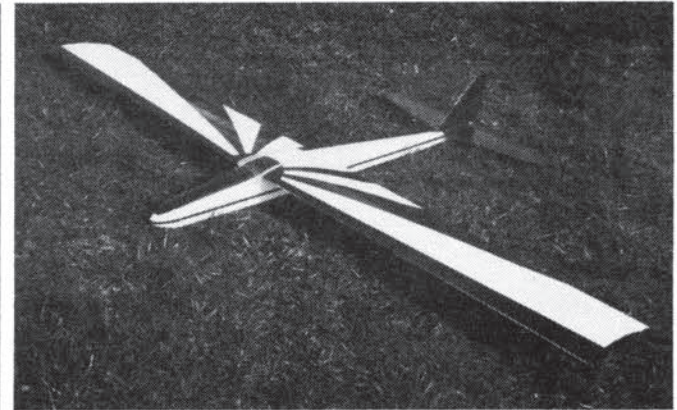
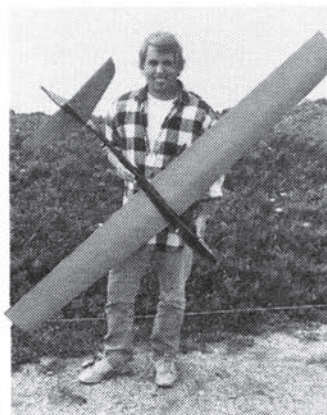
We've been out flying with Steve and his flying buddy Mark Rebeck (designer of the Savage and Son of Savage slopers) a couple of times. Just in case you were wondering, you'll be buying your kit from a very competent flier and a genuinely nice guy.

THE CUTTING EDGE

You know Mark Triebes—he writes the slope soaring column in the *AMA* magazine, *Model Aviation*. He also designs sailplanes, and the Scimitar is one of

Scimitar-wielding Saratogan.

We ran into Mark Triebes at the Davenport slope races and got the run-down on his 78" span, Eppler 205-equipped Scimitar. Plans and foam cores are available.



Canadian Cheetah eater?

Tough, quick-building, Banzai aerobatic combat slopers are looking for action.

his "slopier" models. The Scimitar has a 78" wingspan, 560 square inches of wing area and weighs 30-32 ounces, for a 7.9 oz./sq. ft. wing loading. The airfoil is an Eppler 205. The wingeron (or optional wingevatron) design keeps the plane both visually and aerodynamically clean. Mark describes the flight characteristics as smooth, stable and responsive. He calls the plane "a versatile, multi-task sailplane ideal for thermal, F3B or slope racing competition."

It's not available as a kit, but you can get plans for \$10 or plans and foam cores for \$30 by writing to Mark Triebes, 20794 Kreisler Court, Saratoga, CA 95070.

BANZAI!

What else would you call a model that's designed as an aerobatic combat slope glider? The Banzai utilizes an Eppler 374 airfoil in its 60" span, foam-core, spruced-spar-reinforced, Kromecoat-sheeted wing. The fuse is also a quick-build item that has a pre-shaped plywood bottom crutch on which the pre-cut

plywood formers are glued. (Like the Ugly Stick power plane, if you're familiar with that.) The self-aligning fuse goes together in about 20 minutes. The balsa tail surfaces are pre-cut, sanded sheets.

Jeremy Teo is offering Banzai kits at a U.S. introductory price of \$28, plus shipping. (You'll receive a refund for excess freight payment, but \$3.50 will cover it.) Payment by money order only.

In Banzai Enterprises' future are several more kits, and Jeremy asks for your suggestions about what you'd like to see first. (1) Combat aerobatic delta wing, (2) Pattern—like an FAI Pattern ship, (3) BD-5 and F-20 Tigershark—semi-scale, (4) Slope racers—unlimited and one-meter, (5) Other scale planes—your suggestions?, (6) Various thermal ships, from floaters to full F3B.

Order your Banzai sloper, talk with Jeremy about your ideas for his product line or get more information at Banzai Enterprises, 2997 Anderson Ave., Port Alberni, B.C., V9Y 2V3, Canada.



Air Mail

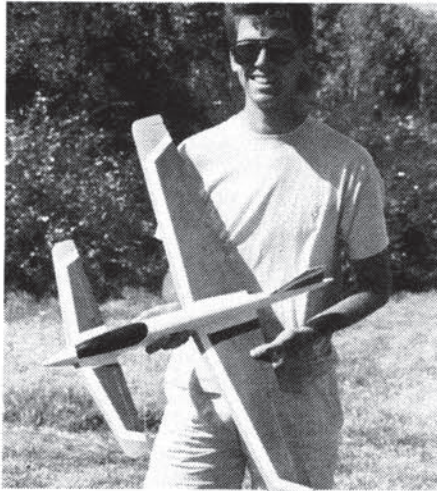
SUPER TALON

How about a Super Talon? Yes, that's what the man said, Leroy, *Super Talon*. I saw this bird at one of our Yorba Linda Soaring Association club meetings. The plane is 30% larger than the original Talon.

Very ably built by Dennis Voll, it measures approximately 63" wingspan and 36" fuselage length. Dennis did a good job building and covering it with Monokote in yellow, red, blue and white. And it flies as good as it looks!

I think Bob Martin should seriously consider marketing this larger size version of a time-proven design.

Roger Rohloff
Tustin, CA



Experimentation, Bluff Cove style. Wayne Flower's prototype canard.

BLUFF COVE SHOOTS BACK

This is in response to a letter titled "Wingazoids" that you ran in the February issue. I can only justify your printing that less-than-complete evaluation of Bluff Cove fliers and builders as conceived by Mike St. John to get some activity in your letters section. Well, it worked for me, and I'm not the only one Mike managed to offend.

I understand what he was trying to do—urge people to build new designs—but I feel that it was not necessary. True, many people that I fly with would rather just buy a kit than put in large amounts of time refining an idea. But he claims that experimentation is dead at Bluff Cove. I have experimented with the following in the last few months, all at Bluff Cove: airfoils (flat

bottom, semi-symmetrical, fully-symmetrical), incidence, wing tapers, wing loading, aspect ratios (high, mid and low), aileron location and size, tail designs (full flying and standard), horizontal styles (mid-vertical, fuse-mounted, V-tail), wing location (low and middle fuse) and a canard.

The Bluff Cove plane has evolved over many years of refinement, and I don't know of any other area that has duplicated this. Part of this design is the heavier wing loading; average lift at Bluff is very good and carries these planes great. Mike doesn't seem to understand that the greatest thing about Bluff is that almost all of the planes are very closely matched, thus the better plane is probably the plane with the better pilot, not the guy with the most money or trick radio. Also I'd much rather fly with a plane that has about the same ability as mine as it makes the flying more competitive.

To sum things up, we are different types of designers. I would rather not put down Mike's type of building or design, because I see nothing wrong with it, but it is not mine. I also do not feel that he should have put down so many other people because they have different objectives. I honestly would not be happy flying the pattern that Mike flies. I'd much rather carry speed, have as much sensitivity on my model as I can handle, and have *fun*. When I build a plane, that's what I'm trying to achieve.

Wayne Flower
Torrance, CA

Guilty as charged, sort of. While I didn't specifically print Mike's letter to start a fight, I do want to make this letters column available as a forum for readers to express their opinions. — Charlie.

B² STREAMLINES

Following a suggestion from Jim Gray, editor and publisher of *RC Soaring Digest*, we are pleased to announce a plans service created especially for the sailplane enthusiast: B² Streamlines!

Our intent is to provide a mail-order plans service which is excellent in all respects. Starting with the best originals, we will be producing detailed blueprints on high quality paper and providing rapid turnaround of orders with our in-house equipment. Customers will receive their blueprint plans of heavy paper, made to order rather

than duplicated in bulk.

At this point, we are building a library of original plans and looking for quality submissions from RC sailplane designers.

Monetary compensation will be made for accepted plans. The method of compensation is twofold: First, we will reimburse postage costs for each set of plans accepted. Second, each time a set of plans for that design is sold, payment will be made in an amount equal to 10¢ per square foot.

For example, if the sailplane is a small slope ship that can be printed on a single 24" x 36" sheet, the designer would receive 60¢ each time an order for that plan is filled. Larger sailplanes, needing more area, would generate a proportionally higher payment.

We are interested in obtaining construction drawings for sailplane models of all sizes and types: thermal duration, hand launch, scale, F3B, F3E, cross country and slope. Our blueprint machine will accept either vellum or mylar originals up to 30 inches in width and of any reasonable length.

Please send a brief description of the design to us first; do not send the plans. We will then, upon acceptance, arrange to have the originals sent.

Please share this letter with your fellow enthusiasts and designers. We're eager to hear about original creations and are looking forward to being able to provide the construction prints that modelers need!

Bill and Bunny (B²) Kuhlman
P.O. Box 976
Ollala, WA 98359-0976

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