

Tri-Cities Scale Fun Fly

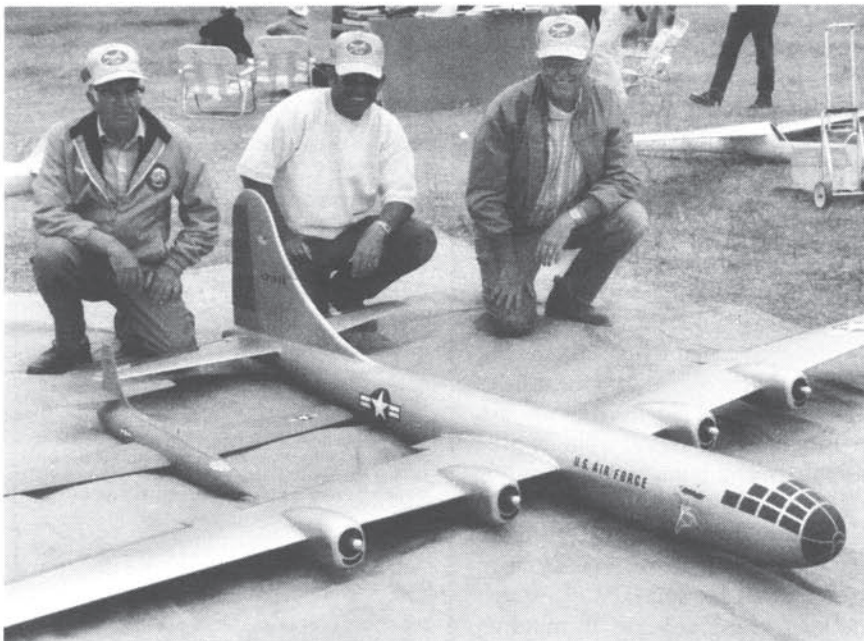
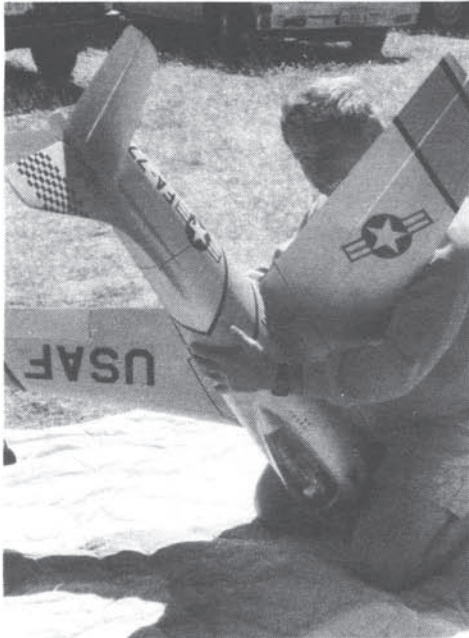
Special Section: Big Guns Turn Out For Wil Byers' 3rd Annual Scale Slope Soaring Extravaganza!

Scale Soaring News

Vol. 2, No. 8

June / July 1990

\$1.50



Mark Hambelton's Monstrous A-6 Intruder! • The Idaho Gang's B-29/X-1 Rocket Plane Drop! • Bob Reynold's F-14 Super Tomcat! • Ken Stuhr's 1/5-Scale Spitfire! • Charlie's F-86 Sabre! • Erik Eiche's Kranich II!

Wingin' It

EXCUSES, EXCUSES...

Well, here we are: late again! Great, just great. And this time it's by several months. Jeez!

Why? Oh, I've got a bunch of reasons, mainly to do with my "real" job at *Dirt Rider* magazine that I've told you about before.

And then there's the Torrey Pines Scale Fun Fly... I worked on the steering committee, and that gave me a few new projects to add to the list. One of these days, I'm going to have to learn to say no, I suppose. If I did that, though, there would be some worthy projects, like the ones that helped make the fun fly take place, that wouldn't get done, and that would be a shame.

"I seem to be getting more and more involved in politics lately, too. That's pretty serious stuff for an overgrown kid who just wants to play with his dirt bikes and toy airplanes, but it's become necessary."

I seem to be getting more and more involved in politics lately, too. That's pretty serious stuff for an overgrown kid who just wants to play with his dirt bikes and toy airplanes, but it's become necessary. Next weekend, for example, I'll be shut up in a hotel meeting room from Friday afternoon through Monday noon with 19 other motorcycling representatives from around the U.S. and a team of American Honda employees. Some fun, eh?

You see, all this save-the-environment stuff (which sounds so good when you read about it or hear about it on TV) has a downside to it. Actually, there are several downsides.

The environmental preservationist organizations who actively influence legislation, well-meaning as they certainly are, have gone too extreme in their policies. They are asking for gigantic tracts of public land to be classified "Wilderness."

The term "Wilderness" in its legal/political sense, does not mean the same thing as the generic term "wilderness" that you and I have always understood and appreciated. The generic term implies simple, unspoiled natural surroundings. You know, the sort of place you'd go to get away from the tensions of everyday life. In fact, most of my favorite flying sites are well away from civilization.

The legal term "Wilderness" is something entirely different. In legal Wilderness (with a capital W), you can not operate any mechanized vehicle, not even a bicycle. For example, if Richland's Eagle Butte, home of the Tri-Cities Scale Fun Fly, were classified Wilderness, you could go there—by foot or by horseback—but you couldn't take your car up that worn-in dirt road. Although in Wilderness, you may take vehicles along established byways, that road in Richland is unmaintained, and therefore doesn't meet the legal/political definition of "Road." As far as they're concerned, it doesn't exist; therefore you can't use it. Tricky, huh?

Our position involves rational, intelligent management of public lands. Certainly there are areas worthy of the Wilderness designation; man should never go there. But there are also millions and millions of public-land acres that may be used by cattlemen to raise our beef, timber companies to raise our building supplies and paper, mining concerns to extract the building materials for our houses and cars, petroleum companies to produce the fuel that keeps America in motion, and even the military needs a place to play Top Gun so they'll be ready to win, if they're called into active duty. There are many worthy uses of land other than Wilderness.

So, instead of going flying or working on the newsletter this weekend, I'll be debating how we mere citizens can stand up against the (very popular) preservationist movement without sounding like non-environmentalists.

I guess you may benefit indirectly from my work. At least, I hope your favorite flying site won't be declared off limits. Please keep these concerns in mind as you vote on California's various propositions that deal with environmental issues. Thanks!



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3rd Annual Tri-City Soarers Scale Fun Fly

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Hey, mister! Want to buy an F-86?



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 editor.

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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FOR SALE

Charlie Morey's F-86 Slope Glider

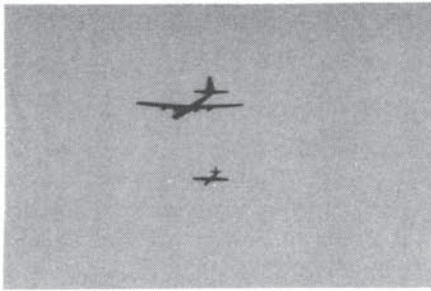
- Ready to fly! Built from the Jet Hangar Hobbies ducted fan kit.
- Perfect show plane or fun fly entry; extremely stable in flight; easy to fly, yet as aerobatic as a two-channel glider can be.
- Takes standard radio gear. (I've been running an Airtronics Vanguard PCM.)
- Winner in the 1990 International Modeler Show Contest (Slope Glider/Scale category).
- Shown at the Torrey Pines Scale Fun Fly and the Tri-Cities Scale Fun Fly.
- Seen in Model Airplane

- News, Model Builder, Model Aviation and England's R/C Model World.
- Flight Log: Flown five times since completion (twice at Torrey Pines, twice at Point Fermin, once at Eagle Butte, Richland, Washington). During construction, it flew six glides to the beach at Long Beach to establish correct C.G., then one flight at Bluff Cove to assure performance before final paint and detailing.
 - Fiberglass fuselage, foam/balsa wing with light fiberglass.

- Detailed pilot, cockpit interior.
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Slope Soaring News

2601 E. 19th St., #29, Signal Hill, CA 90804
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Chuck Yeager, eat your heart out!

Ed Mason, Hal Weber and Wayne Stanford (A.K.A. "Bad Company") built a huge B-29 and then launched a scale X-1 rocket plane from its belly, a slope-soaring recreation of Chuck Yeager's historic flight.

3rd Annual Tri-City Soarers' Scale Fun Fly

What Next? Full Scale?

By Charlie Morey

Photos by Melissa Malocco and Morey

RICHLAND, WA, MAY 25-27

Want to steal the show at your next fun fly? Nothin' to it. Build a large model!

There's something about the sight of two or three "designated launchers" staggering up to the edge of 500-foot Eagle Butte, struggling against the wind, and then heaving an airplane

that's the size of the average Japanese automobile over the edge...it draws a crowd!

Last year, the Bad Company Gang from Idaho (the Nampa Model Aviators) shared the spotlight with SoCal's Gary Anderson. The Idaho boys produced a pair of F-82 twin Mustangs that weighed 11-12 pounds and spanned around seven to eight feet. And Gary, proprietor of American Sailplane Design, brought up his stretch-winged

ASW-20—the 28-pound, 21.3-foot span beauty that's now part of the SSN stable—and amazed the troops with its size and performance.

This year? Don't ask! The crazies of '89 had sparked the imaginations of their model-building witnesses, and several of them upped the ante for 1990 in a big way!

Monster Makers

On site were Bob Reynolds' slope-soaring version of the Jet Hangar Hob-

bies F-14 Super Tomcat, Ken Stuhr's rendition of the Yellow Aircraft Spitfire, Mark Hamblen's monstrous A-6 Intruder, and the hit of the event, the Bad Company Gang's B-29 flights—complete with the belly-launch of a scale X-1 rocket plane!

Glamorous Glennis

Imagine the first flight on a 144-inch span, 25-pound B-29 that has a wingloading of 29.5 ounces and that took you and two of your buddies five months to build.... Yeah, it was a little tense. But the big beauty soared up and away, and it flew so smoothly that, after the three builders had taken turns at the sticks, they turned and offered a portion of the maiden voyage to me. (I told you—they're crazy!)

It was an amazing experience. The high aspect ratio bomber flew almost exactly like a quarter-scale modern sailplane. They had mixed the rudder automatically, so (unlike with "Bertha," my ASW-20) my left thumb could just go along for the ride as the more experienced right one did all the work. Despite the heavy wingloading, the plane wanted to climb from the moment it left the launchers' hands. It was stable, yet maneuverable...very relaxing, especially for a first flight!

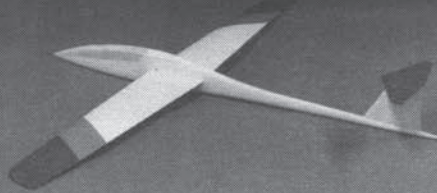
That is...except for the landing. Hal Weber was at the sticks, and he set up for a text book landing pattern. Well...make that a text book military landing; a commercial pilot wouldn't have banked the plane as steeply as he turned onto the final approach. Only 40-50 feet off the ground, the big plane suddenly tip stalled, rolled over and dived away (downwind) from the pilot and went out of sight behind the rise of the hill! Breathless seconds later, it shot up into view again and cool-hand Hal turned it in for a safe landing. What a thriller! And what a great save!

Born in the U.S.A.

Later in the day, they attached to little X-1 to the B-29's belly and set it out again. They'd heard that some English modelers had intended reenact the X-1 drop, and the Nampa boys were determined to beat them to the punch. The launch went smoothly with Ed Mason flying the B-29 and Hal Weber waiting anxiously at the sticks of the X-1. No fancy flying this time, just up and out, safely away from the edge and the crowd who watched. Then, the X-1 detached from its big brother with just one

VS SAILPLANES

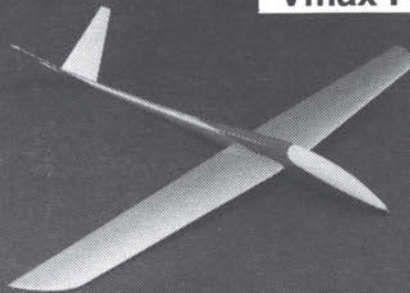
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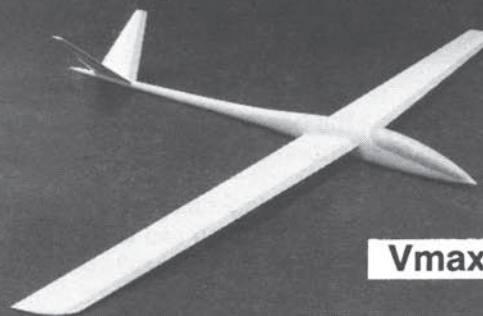
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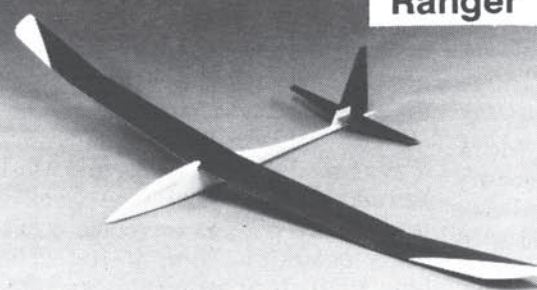
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Flight of the Intruder.

We had to borrow a special trailer just to haul the beast to Washington. Mark assembled it and flew in Friday's killer lift. The toss was nervous, but the big jet just lumbered away from the hill and flew beautifully!

out-of-character elevator bounce, turned and streaked back past the spectators. Hal didn't mess around; one pass and then he landed the little rocket plane. Ed wasn't far behind, and this time the B-29 took a wider final turn and skimmed in smoothly across the grass to a round of applause from the appreciative audience.

Flight of the Intruder

You saw DCU owner Mark Hambelton's huge A-6 in last month's SSN. Obviously, it takes a special hill to fly this baby, and just as obviously to Mark, Eagle Butte was the best choice.

We struck a deal before making the 1,100-mile, 20-hour drive to Richland. Mark's plane is so big that he couldn't carry it in his van, and his van doesn't have a trailer hitch. My van is set up with a 5,000-pound towing package (for my motorcycle dirt-riding needs), so in exchange for towing his stuff to Washington, Mark agreed to build a safe storage/shipping box for my Jet Hangar Hobbies F-86 Sabre slope glider. As a result, we borrowed a large enclosed dirt bike trailer from one of the other

editors at *Dirt Rider* magazine (my real job), packed the A-6 and the ASW-20 into the trailer and the newly-boxed F-86 into the van. Full house!

Once up on Eagle Butte, Mark didn't waste much time. We carried the monster over to pit area, piece by piece. He assembled it, waited for the pilots' meeting, watched a few flights, checked the wind, and decided to launch.

The Intruder weighed 22 pounds when it was tested in Costa Mesa, and Mark had added three pounds (one chunk of lead) to the nose to overcome a tail-heavy condition. Now, at 10-feet in length, 10-foot wingspan and 25-pounds weight (30 oz./sq. ft. wingloading), it was definitely a two-man job to launch it.

Wil Byers and I shared the heaving duty as Mark held the transmitter and tried to control his shaking thumbs. Following a "1-2-3-GO!" semi-coordinated toss, the big jet just sort of lumbered away from the hill out into Eagle Butte's superb lift.

As it turned out, Mark's nose-weight correction was slightly overdone, and

the plane exhibited nose-heavy tendencies. It flew stably, but it required up-trim, and it didn't climb well, even in the strong lift. Nonetheless, after getting it trimmed and flying it for a few minutes, Mark needed a break, so he handed me the transmitter.

It was exactly as he'd described. The plane is definitely a flier! But the nose-heaviness made it "mush" through the lift. Mark took back the controls to land it and brought it home safely.

Later, he would remove some of the nose weight, but wind conditions denied him a second flight that weekend. That was the first and last "flight of the Intruder" as a slope glider. Mark realizes that no one would buy this behemoth as a slope glider, so he's installing ducted fans and motors in it for the big-bucks boys. It's a shame; I'd love to see it fly in good lift and in proper trim!

Weather Watch

Richland's weather wasn't entirely cooperative this year. On the first day of the fun fly, the wind was excellent...for power-scale planes. Conditions were actually *too* good for the vintage sail-

planes and many of the lighter models, so they sat out the afternoon watching the nuts toss their airplane-shaped bricks off the hill. These conditions lasted for only one day. That's good in one sense, because we got to see all the huge power-scale gliders fly early in the event. But the next two days were lift-scarce, and we spent them in anticipation of moving to another slope. As a result, many planes didn't get appropriate display (because the owners didn't want to unload, the reload to move, and because it was raining occasionally). I'm sure there are a lot more models whose photos should have appeared in this issue, but I just wasn't in the right place at the right time when they were set up on display.

More Monster Madness...

Bob Reynolds set up his elaborate display of F-14s. They ranged from the small stick-and-paper prototype he'd built from the Today kit, to a pre-production DCU model for which he's developing swing-wing linkage, to the huge Jet Hangar Hobbies ducted-fan/slope conversion that you've seen on these pages before.

If you haven't met Bob, just look up "enthusiasm" in your dictionary, and you'll see his picture. He seemed a little subdued on that day, however, perhaps due to the awe-inspiring size of Eagle Butte's height and wind quality (over 30 mph). He came over at one point early in the afternoon and asked if I'd help, either by tossing his plane or perhaps by taking the sticks. (Are you kidding, I wondered to myself, I'd love to do either!) Of course, I said yes. He said thanks and went back to his display area.

An hour or so later, he came back, transmitter in hand. "Well?" he said, handing me the radio, "Are you ready?"

"Uh-oh," I thought, as stage fright threatened to set in, "He wasn't kidding!" We'd both flown the big jet at one of our favorite SoCal testing sites—Point A—and I knew it would fly controllably, so the thumb-shake level wasn't too high. In fact, I was pretty excited about finally getting that nine-pound, swing-wing F-14 up into Richland's big-sky lift and seeing what she'd really do!

Bob and Mark Hamblen carried it over to the edge after the first pre-flight check. Then we ran through another one; with an aircraft this large blowing

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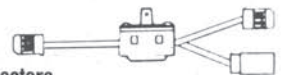
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| | |
|--|------|
| Male or Female w/8" Wire | 3.00 |
| Futaba-AM/FM, JR., Airtronic, Kraft Ko-Pro, Deans | |
| Extension Cord 12" Male/Female each side | 5.00 |
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| Futaba-AM/FM, JR., Airtronic, Kraft | |
| Y-Adaptor, Male w/2 Female 10" Wire | 6.50 |
| Futaba-AM/FM, JR., Airtronic, only | |
| Switch Harness w/Charging Jack | 8.00 |
| Futaba-AM/FM, JR., Airtronic, only | |
| Exchange Adaptor, 2" Wire | 4.50 |
| Futaba-AM To FM, FM to AM, Airtronic to Futaba, Futaba to Airtronic | |



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torque 90 degrees, bearing
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Cruisin' at Kiona.

One of the slow days. That's SoCal scale sailplane specialist Bill Liscomb of Scale Glider Components (back to camera) talking with JR Radios/Hobby Dynamics' Tom Kikuchi. Beautiful country, big sky.

around in the wind in front of 100 spectators, there's not much room for error!

Then, with the wings swept forward, Bob and Mark stepped forward to the edge, I checked the control surfaces one last time, and off it went! It just soared away from the hill and headed out over the valley.

But wait! Suddenly the elevons fluttered violently! The plane moved on, and the vibration stopped.

"Did you see that?!" I asked Bob. He had, but now the plane was flying smoothly.

"Take it up and swing the wing," he replied.

"I don't know about that flutter... maybe I should just land it," I wondered aloud. By now, Contest Director Wil Byers was at my side.

"I think you just hit some turbulence," he said.

Okay, I thought. It's not *my* plane.

(Just so there's no misunderstanding, that's a joke! Actually I was *very* concerned about that \$1,000 aircraft and the safety of the people behind me.)

The F-14 has only two control surfaces on it: the elevons. They move up and down, just like any elevator, and they move in opposite directions when you move the aileron stick back and forth to induce roll for the turns. Other than

Nervous?

Would you believe scared to death? When one elevon parted company with the big jet, this fearsome fivesome got a little worried. (Left to right) Kim Reynolds, Bob Reynolds, Charlie Morey, Mark Hambelton and Wil Byers.



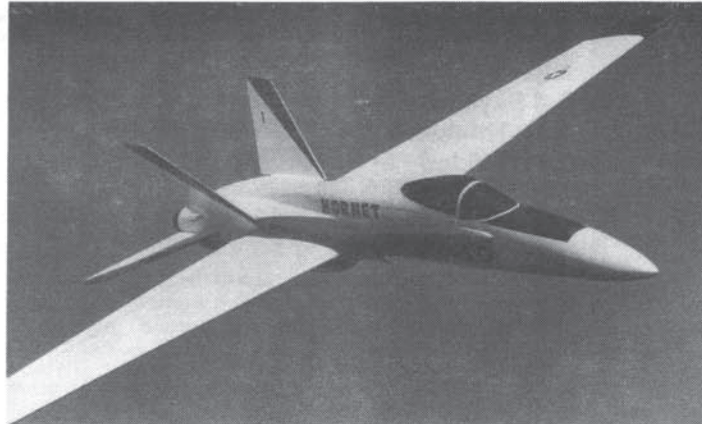
Off she goes...

Bob and Mark send the Jet Hangar Hobbies F-14 Super Tomcat off on an eventful mission.





F-8F Bearcat
F-20 Tigershark



P-51 Mustang
KAI-100 (Zero)



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that, the only other movement the pilot can control is the forward-aft wing-swing...and that takes eight long seconds for full throw.

The Tomcat climbed beautifully, slightly soft on the sticks, due to the elevon (no aileron) control system, but perfectly manageable and confidence-inspiring. You just have to "lead" it a little, sort of like a floater. We swung the wings back. The nose dropped slightly, and it picked up speed. I swung them forward again, and the nose lifted as speed dropped. Swing-wing control is

fun! When Mark introduces his (much smaller) DCU kit, I'll be standing in line.

On one of the passes, the elevons fluttered again. It made me nervous, and I decided to try to keep the speed down. Unfortunately, in 30 mph wind, that's not as easy as it sounds.

Then, it happened again, much more violently than before, and the right elevon broke in two and fluttered back past our heads!

Great, I thought. I've got a nine-pound, eight-foot glider out there with

one control surface left on it (and I'm not so sure about that one). Of course, there was nothing else I could do but continue to try and fly it. And luckily, it worked pretty well. With no other elevon to tell the plane whether I was giving it pitch or roll requests, however, turns were...interesting. Left turns (where the left elevon was set like "up" elevator) were no problem: slow to respond but easy to control. Right turns were another story. The "down" elevator input caused the nose to drop and the plane would lose about 10-15 feet of

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AMA numbers and much more! Your name, your plane's name, your mother-in-law's name...we custom cut it all! Your choice of

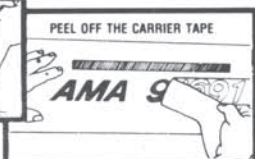
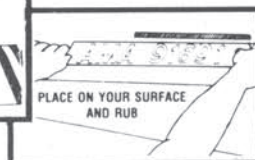
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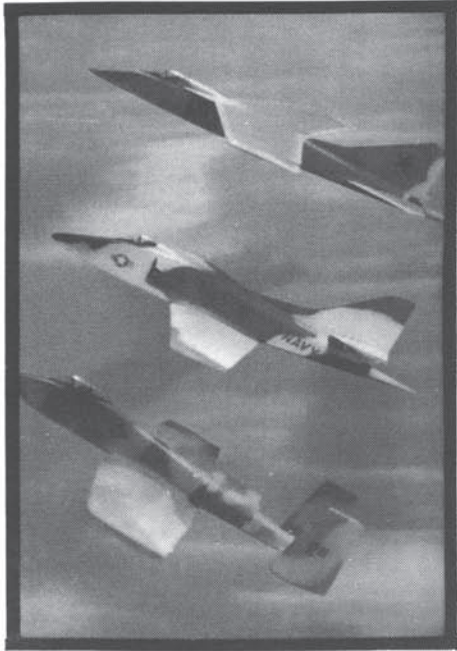
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About the A-10 Thunderbolt...

The U.S. Air Force planned the A-10's primary mission for sustained close air support and as a deterrent. It was designed to be the most effective aerial tank destroyer in history.

Combat Models has chosen the A-10 for its unique slow-flying characteristics. This lends to an excellent aileron trainer for pilots who have mastered rudder control and are ready for the world of ailerons.

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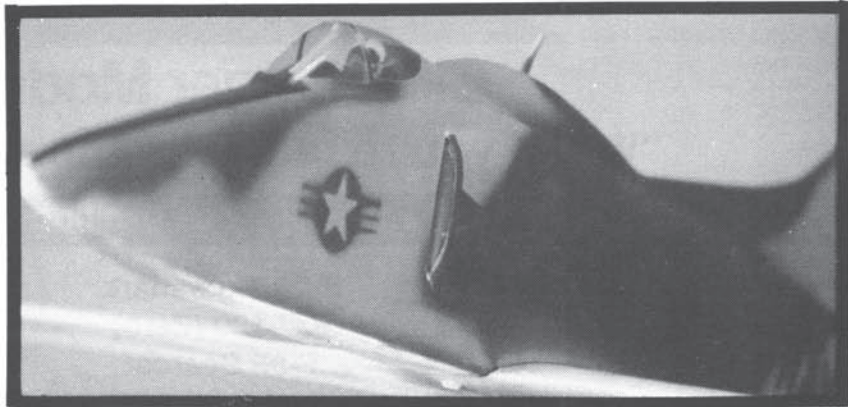
California residents add 7.25% sales tax, plus \$4.95 kit shipping; video shipping, \$2.35.
For fast service, send check or money order, or call 619/536-9922.

About the A-4 Skyhawk...

The United States designed one class of the A-4 to be a single-seat attack bomber. This aircraft has proven its worth by remaining in production for over 26 years.

About the MiG 27...

The Soviet Union designed the MiG 27 primarily for attack on surface and ground targets. This highly maneuverable Soviet aircraft is the mainstay for their ground attack requirements.



**COMBAT MODELS, INC., FIGHTERTOWN, U.S.A.
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altitude every time I'd turn right. And I was already below the top of the hill.

I had two acceptable choices: (1) find a way to get it above the ridge level and land it up on top, or (2) settle down for a long, nerve-wracking flight all the way

down to the bottom.

With Bob on one shoulder and Wil on the other, we searched back and forth on the hill for a way to get the plane back up. Finally, it rose.

"Quick!" Wil coached me, "Bring it in

downwind!"

The F-14 turned slowly, glided back over the hilltop behind us and went out of sight, just skimming the grasstops. I held just enough up-elevator (hopefully) to flair it for a safe landing until we figured it had settled down. Then we hiked back to see how we'd done.

Bob designed a weak-link into the swing-wing mechanism to prevent it from stripping his servo if the wingtip snagged on landing, and it worked. The fuselage hadn't settled down as softly as I'd hoped, and it had a few flex marks in it, but no major damage. And that was it.

Bob didn't repair it on site, but since then he's static-balanced the elevons. Now all we need is another hill like Eagle Butte to test fly it again.

Battle of Britain

Ken Stuhr's huge Spitfire immediately captured the hearts of the power scale fans, and a huge entourage followed his crew to the edge for it's first flight. Compared with other first flights at Eagle Butte, Ken's went so smoothly it was almost anticlimactic. The big Spit just rose and flew away. Ken seemed to be doing a little transmitter trimming, but

Vern Hunt's L-39 Albatros fleet.

These absolutely stunning slopers made the trip from Wisconsin.



NINJA

THE "BLACK BELT" OF SLOPE SOARING

Designed by *Mike Pratt*

AEROBATIC R/C GLIDER



Accepts standard size radio gear

WINGSPAN: 58 in.
WING AREA: 500 sq. in.
LENGTH: 39 in.
WEIGHT: 30-32 oz.

For 2-Channel R/C

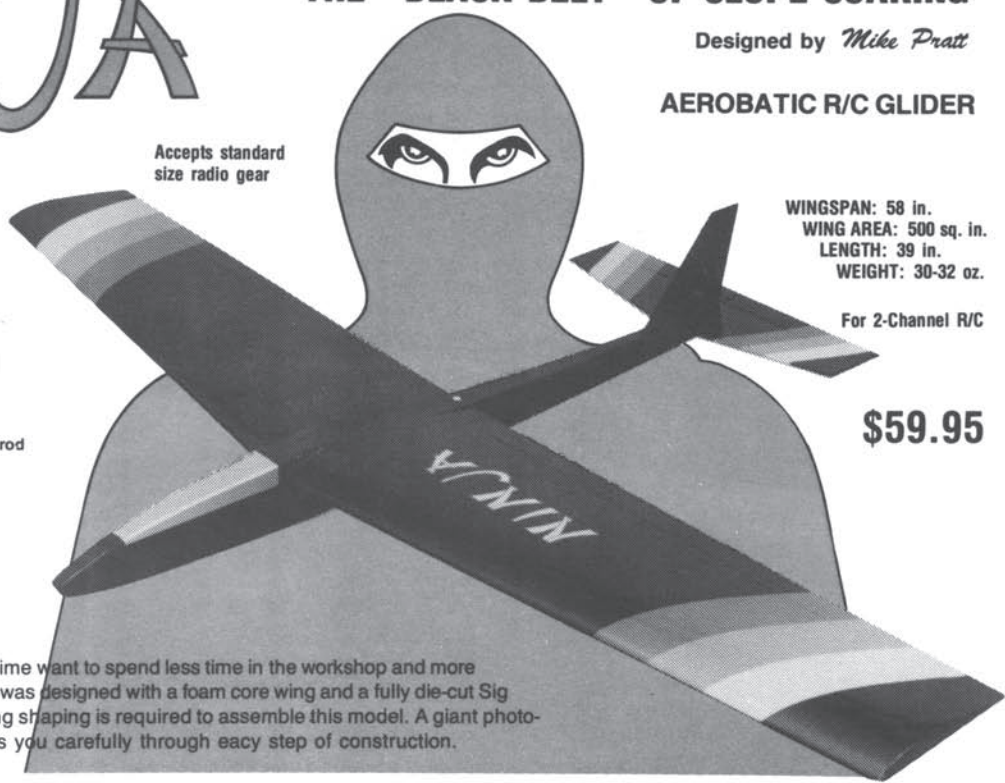
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KIT FEATURES:

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Modelers who value their leisure time want to spend less time in the workshop and more time flying. That's why the NINJA was designed with a foam core wing and a fully die-cut Sig Lite-Ply fuselage. Minimal sanding/shaping is required to assemble this model. A giant photo-illustrated Instruction Book takes you carefully through every step of construction.



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SIG MFG. CO., INC. — 401-7 S. Front St. — Montezuma, IA 50171**

that was it. He put it through its paces almost immediately with high-speed passes, rolls, inverted flight...in short, a perfect scale flight. Outstanding!

Big Bird Kits

There's a wonderful potential in converting the large scale power-plane kits for slope flying. Ken's Spitfire from Yellow Aircraft has a number of WWII and modern jet brethren that would make beautiful slopers. Larry Wolfe's Jet Hangar Hobbies (creator of Bob Reynolds' F-14 fuselage and my F-86 kit) has several other jets that would

adapt well to slope including the F-9F Cougar, F-86 Sabre, A-4 Skyhawk and others.

Just be cautious. The planes will probably be heavily loaded, and the power plane boys don't seem to be aware of the value of airfoils. Some of the kits do not have a suitable soaring airfoil, so be prepared to cut your own or select your kit carefully.

Something Special

I'd like to offer an unofficial Craftsmanship Award for the event. It's a fun fly, and Wil's Pilots' Choice award

(where we all voted for our favorite plane of the event) is perfectly in line with the fun-fly concept. But Erik Eiche's incredible Kranich II scratch-built vintage sailplane was without doubt the best crafted model at the event. Due to wind conditions (first, too much, then not enough), he never flew the museum-quality ship, but listen to what went into building it!

Erik used Martin Simons marvelous book *The World's Vintage Sailplanes, 1908-1945*, as reference, and he found a 1/5-scale plan in the German magazine

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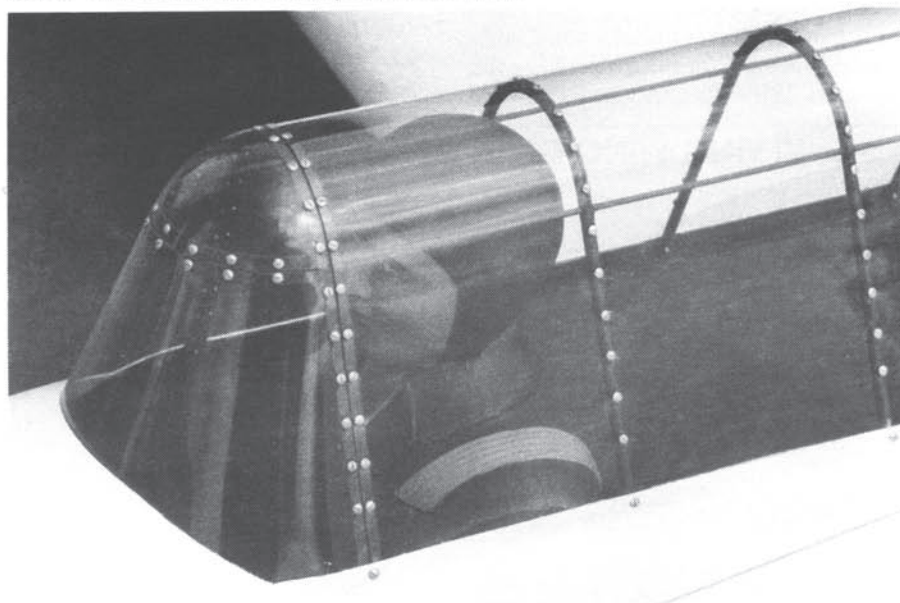
Outstanding craftsmanship!

Erik Eiche's incredible Kranich II easily earned top craftsmanship honors. Attention to detail was unbelievable!

FMT which he enlarged for his quarter-scale beauty. Erik downplays the "scaleness" of his creation, claiming that it's not built exactly like the original glider internally, but don't listen to him. This sailplane is one of the very best

Is it Memorex?

Or is this a real Kranich II cockpit? Erik machined 218 #0-80 screws on his lathe! That's not meticulous; that's *fanatical!*



Yahoo!

Jim Roush launches Ken Stuhr's Yellow Aircraft Spitfire. (He survived.)



pieces I've ever seen, certainly a contest winner.

In scale model building, detailing is (almost) everything. Look at the photograph of Erik's canopy. Those little screw heads you see aren't glue drops with slots scratched in them; they're real screws! If you've ever trotted down to your local hardware store to pick up 218 screws in the 0-80 size, you may realize the enormity of Erik's project. He made each screw individually on his lathe. The job took him 10-1/2 hours, just to fabricate the screws.

The finished model has a 15-foot span with 2,200 square inches of wing area, and it weighs 18 pounds. The ailerons are built in two sections, like the original. Five coats of dope cover the Solartex finish.

I caught up with Erik on the last day of the three-day event. Luckily, he decided to assemble and display his model. I know there were others that I missed due to my business on that first, hectic flying day and due to the uncertainty of the weather on the other two days. I feel bad about it, and I hope to see (and report on) all those missed models next time, perhaps at Torrey Pines this Labor Day Weekend.



Slope jokers!

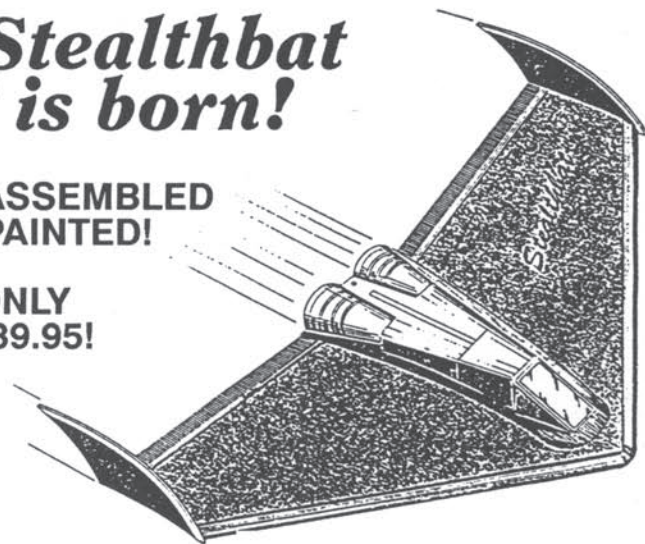
Slope Scale's Brian Laird and Charlie found combat fun on the backside of Kiona. Dan Reynolds keeps an eye on the Mustangs.



The Stealthbat ARF is born!

COMES ASSEMBLED AND PAINTED!

ONLY \$139.95!



SPECIFICATIONS

| | |
|---|-----------------|
| • WING SPAN..... | 45 IN. |
| • AIRFRAME LENGTH..... | 28.5 IN. |
| • WING AREA..... | 798 SQ. IN. |
| • WING LOADING..... | 5.6 OZ./SQ. FT. |
| • AIRFOIL... REFLEX CENTER, UNDERCAMBER TIP | |
| • WEIGHT OF TESTED MODEL..... | 31 OZ. |
| • DIHEDRAL..... | 1° |
| • ASSEMBLY TIME..... | 10 MINUTES |
| • RADIO INSTALLATION TIME..... | 30 MINUTES |
| • PREPARATION AND FLYING INSTRUCTIONS INCLUDED. | |

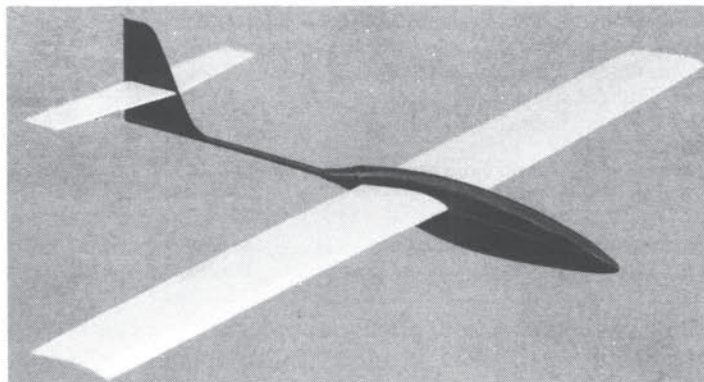
- WINGS...SOLID POLYFOAM BEAD WITH LAMINATED HARDWOOD LEADING EDGE.
- CONTROL SURFACES...SHAPED Balsa ELEVONS LAMINATED WITH VINYL PLASTIC.
- FUSELAGE FAIRING...MOLDED FROM HIGH-IMPACT STYRENE.
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LANCE



IT'S BUILT! JUST COVER AND FLY!

span.....48 in
length.....33 in
airfoil.....Selig 3021
area.....269 sq in
aspect ratio.....8.7:1
stab.....full flying

loading.....11-13 oz/sq ft
radio...2 chan STANDARD or micro
wing.....machined balsa
fuse.....glass and carbon fiber
hardware...ready except for servo ends

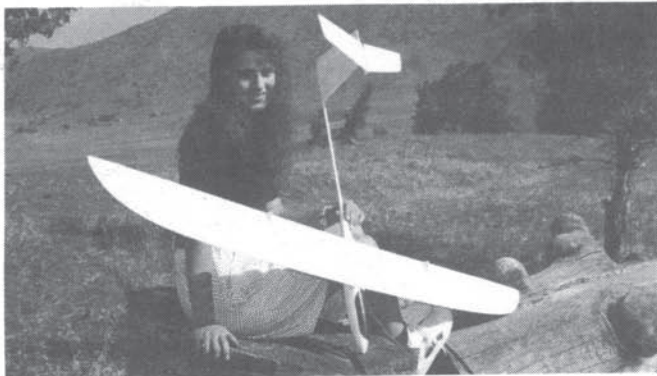
The Lance is a rugged, highly aerobatic slooper. It's low drag and modern airfoil provide good penetration and thermalling ability. It's predictable handling and good stall characteristics make the Lance a pleasure to fly.

\$145 plus \$4 shipping and handling, California residents add \$9 sales tax.

GLIDESIGNS

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Scraps...



Scott's Models Tempest

It's available in a variety of configurations, sizes and degree of "builtness" from semi-kit to finished and ready to fly!

TEMPEST-UOUS SAILPLANES

Scott Metzger has been building the Tempest series of pod-and-boom sailplanes since 1981. His mentor, Jack Chambers, supplied the inspiration, basic know-how and the airfoil for that original 60" polyhedral

Scott's latest brainstorm, a 100" span, four-channel, V-tail sailplane. The aspect ratio is 18:1, and the airfoil is the Jack Chambers JC-22 (7.5% thick). It has rudder, elevator, ailerons and flaps. He's also built a T-tail version.

Curious? Please contact Scott for more information

Scott's Models

| Configuration | Ready to cover/paint | RTF (finished) |
|---|----------------------|----------------|
| Elevator, ailerons, V-tail | \$179 | \$289 |
| Elevator, rudder, T-tail | \$199 | \$299 |
| Elevator, ailerons, rudder, V-tail | \$219 | \$319 |
| Elevator, ailerons, rudder, T-tail | \$229 | \$329 |
| Elevator, ailerons, rudder, flaps, V-tail | \$279 | \$379 |
| Elevator, ailerons, rudder, flaps, T-tail | \$289 | \$389 |

More options

60" to 80" wing, your choice at no extra cost.
Polyhedral or flat wing, your choice.

Semi-kit prices

| | |
|--|---------|
| Tempest (fuse, canopy, turtledeck, instructions) | \$74.95 |
| Candide (fuse, canopy, instructions) | \$89.95 |

model, and Scott has taken it through 26 different versions since (including a wingeron version and a twin electric pusher with the motors mounted on the wing and the batteries inside the wing).

Now Scott's offering several configurations of the Tempest for sale, as listed in the accompanying sidebar.

What's a Candide? That's

or to place your order at P.O. Box 1569, Tehachapi, CA 93581; 805/822-7994.

NEW SAILPLANES FROM NSP

Northeast Sailplane Products has added two new kits to their already-abundant catalog, the new Chuperosa and Dodgson's new Sabre.

The popular Chuperosa

handlaunch glider by Culpepper Models is now available with a SD7037 airfoil. The SD7037 has one of the best sink rates and lowest drag at thermal speeds of all airfoils tested by Selig. The kit also is available with a new two-meter wing. The Chuperosa took first place at the 1990 AMA Nats handlaunch class flown by Rusty Shaw. The new Chups are available exclusively from NSP.

Dodgson Designs' new Sabre uses the SD7037 airfoil on a 121" wing with a basic Schuemann planform. The fuse is fiberglass, and the tail group is single-piece obechi sheeting.

Please contact Northeast Sailplane Products at 802/658-9482.

VINTAGE SCALE

If you've been admiring those beautiful old vintage scale gliders and want more information, contact Jim Ealy. Jim has been collecting information for about 25 years, and he has more than 1,000 three-view drawings, 50 sets of plans, more than 25 color documentation packets and five scale kits.

The drawings and plans are taken exactly from the full-scale plans for scale accuracy. Need more information? Contact Jim Ealy of Archaeopteryx Avion Associates at 118 Cole Ave.,

Hightstown, NJ 08520.

CUSTOM INSIGNIA

Seems a lot of people think the VinylWrite company only makes AMA numbers for the thermalling types (so they won't forget which motionless floater sitting at 12,000 feet is theirs when they nod off from the excitement?).

But, no! Art and Cynthia Morgan can cut their lettering in all shapes, colors and sizes, even to the point of making a "logo" for your own special design. In fact, they'd make a good supplier for you kit manufacturers to get original stickers cut especially for your plane.

And they'll spell out anything you want! (No, they won't write *that*... keep it decent!)

Contact the VinylWrite folks at 16043 Tulsa St., Granada Hills, CA 91344; 818/363-7131. Tell 'em Charlie sent ya!

B-1B BOMBS POINT FERMIN

Here's the first kit we've seen of the controversial B-1B bomber. Bill Matthews has been developing the prototypes for several months, and now he's ready to sell it. Bill and flying buddy Tim Firster have formed Dynamic Slope Design, and the B-1B is their

Archaeopteryx Avion Associates

| KIT | SCALE | SPAN | PRICE |
|--------------------|-------|------|----------|
| Tandem Tutor | 1/4 | 130" | \$239.95 |
| Grunau Baby II | 1/5 | 107" | \$239.95 |
| Zogling (SG-35-38) | 1/4 | 102' | \$199.95 |
| Woodstock | 1/3 | 156' | \$299.95 |
| Grunau Baby II | 1/4 | 134' | \$299.95 |
| THREE-VIEWS | | | \$5.00 |
| PLANS (folded) | | | \$35.00 |
| PLANS (rolled) | | | \$40.00 |

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

first kit. Their second will be the A-6 Intruder.

The B-1B features a 31" polyester-glass fuselage and a 46" span foam core wing. The airfoil is the popular modified Eppler 374 and the stabilizer is full-flying. The 34 ounce flying weight (mini gear is required) yields a 17.9 oz./sq. in. wing loading.

It's a full kit, complete with precut parts, full-size plans and instructions, that sells for \$89. Contact Bill Matthews at his work phone number (B&M Fencing): 213/370-7332.

FLYING AN IMPULSE!

Master model designer Richard Jarel is almost ready to introduce a new kit called the Impulse. J.A.D.E. (Jarel Aircraft Design and Engineering) currently produces the Telos canard and the new semi-scale Shogun ATF.

The Impulse is a conventional pod-and-boom design with a CrashGuard vacuum-formed pod and an aluminum tubing boom. The first prototypes are about 60-inch span with a V-tail, but Richard has decided to extend the span to two meters (and the tail moment to match) for the final version. Watch for it in time for Christmas. (You can start hinting now by leaving this page open in a conspicuous place...)

MEMORIAL DAY TRI-CITY SLOPE RACE

Wil Byers has decided to run the Mid Columbia Cup slope race at Washington state's Tri-Cities next Memorial Day Weekend in-

stead of his annual scale fun fly. It'll take place on May 24-26, 1991, either on

Eagle or Kiona Butte, and there's a minimum \$2,000 cash purse up for grabs!



Get bombed!

Dynamic Slope Design offers this sleek rendition of the controversial B-1B bomber.

The event will be run by FAI rules, 24-ounce loading limit and man-on-man pylon format. AMA rules apply: #454 Slope Soaring, Unlimited, Task S2 Pylon Speed.

The event is limited to the first 50 applicants (pre-registration only), so if you're a racer, get that entry in quick! Send a check for \$80 to the Tri-City Soarers, Rt. 4, Box 9544, West Richland, WA 99352.

The official hotel will be the Clover Island Inn, 435 Clover Island, Kennewick, WA 99336; 1-800/221-2222.



Registration Form

1991 Mid Columbia Cup Slope Races

May 24-26, 1991

NO LATE REGISTRATIONS ACCEPTED!!!
PREREGISTRATION DEADLINE: APRIL 15, 1991

Name _____ Helper? _____
 Address _____
 City _____ State _____ Zip _____
 AMA # _____ Phone # _____
 Channel: 1st choice _____ 2nd choice _____

Entry fee: \$80 U.S. Includes a T-shirt, awards and a chance to win \$.

Make check payable to Tri-City Soarers.

Model Specifications

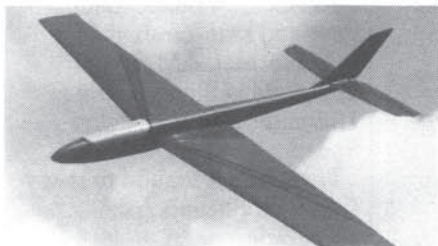
Model name _____
 Wing area _____ sq. in.
 Elevator area _____ sq. in.
 Maximum ballasted weight _____ lbs. or kgs.

Include a three-view and measurements of model if possible.

**Tri-City Soarers, Rt. 4, Box 9544,
 W. Richland, WA 99352.**

**John - 509/627-2603 Wil - 509/627-5224
 Roy - 509/525-7066**

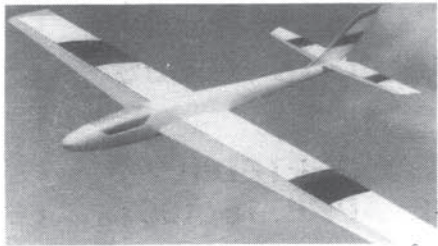
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The ultimate combination of speed, energy retention, and maneuverability. Excellent in light lift. Small radio required.

Wing Span 43 in.
 Wing Area 232 sq. in.
 Wing Loading 9-11 oz./sq. ft.
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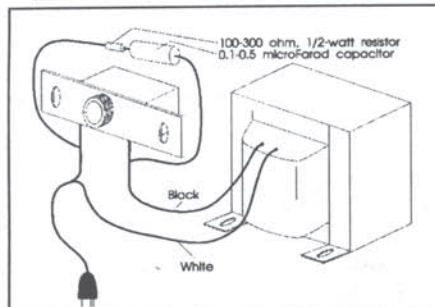
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VERY "EZE" TIPS

Here is some hot-wire information, submitted by Clifford Cady of Brandon, Florida, that I found in one of my Vari Eze/Long Eze newsletters:

"I was cutting some wing cores for a friend's Cozy and my E-Racer recently, and my homemade power supply smoked its transformer. I have found a good source for a replacement that has a higher amperage capacity than the old one (30V-5A).

"You can order your transformer, item #15-922, for \$7.88 each from Burden's Surplus Center, P.O. Box 82209, Lincoln, NE 68501-2209; 1-800/228-3407.

"I've also enclosed a wiring diagram for a reasonably priced foam cutter that you can make yourself."

Keep up the good work!

Robert "Randy" Randall
 El Segundo, CA

A TOUGHER TALON?

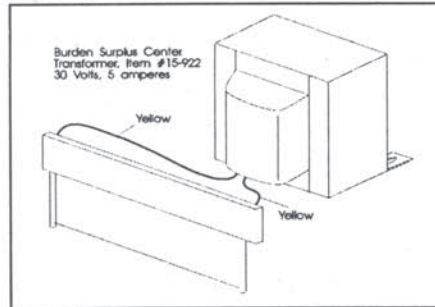
Do you know anyone who makes a fiberglass fuselage for the Talon?

W.R. Johnson
 Kingwood, TX

No, I don't, but let's run this letter to see if any of our readers do!—Charlie.

WING THINGS & POWER SCALE SOURCES

Flying wings have fascinated me for some time. I've built a few conventional sailplane kits, and I'm now working on a Klingberg Wing. My next step is to design my own flying wing sailplane. I've been doing some research, but the more



...regulates the wire temperature on the DC side.

A look at the other side of the 30-volt, 5-amp Burden transformer shows the two wires running to the ends of your foam cutting bow.

I learn, the more I want to know.

At present, I have a number of different options requiring some sort of "trade study."

1. The Horten Approach—A swept back, highly tapered wing with camber decreasing and washout increasing out to the tips and using elevons. Reflex may be used in varying amounts along the span.

2. The Northrop/Lippisch Approach—A swept back wing with uniform camber and reflex out to the tips and using either washout or leading edge slots near the tips and having elevons.

3. The Marske/Oldershaw Approach—A tapered wing with straight leading edge which may or may not have increasing camber toward the tips and using separate ailerons and elevators. Reflex is either uniform or decreases out to the wing tips.

I'd like to learn more before building a flying wing prototype, and I'd like to correspond with anyone who is interested in flying wings. Likewise, I'd be happy to share my sources of information.

I understand that Dr. Reimar Horten once presented his approach to the subject in *Soaring*, the magazine of the Soaring Society of America. How can I get my hands on a reprint of that article? Believe me, reading Dr. Horten's original German text is sloooooow going!

I also understand that past *Soartech* publications have articles related to flying wings. I'm also interested in the new Selig/Donovan airfoil data in the current release of *Soartech*. I'd appreciate

it if you could tell me how to get a copy.

On a different subject, there are some valuable resources for all of those power scalers out there in slope soaring land. First, in the course of researching Northrop aircraft for clues on flying wing design, I discovered an organization called the American Aviation Historical Society (AAHS). Members of this group constitute a database of scale and historical data that's almost frightening in its detail and quantity. If you need to know the inside diameter of the pilot's oxygen hose on the Vultee "Swoose Goose," it's possible through these guys! Membership costs \$25 a year, \$45 for two years or \$400 for a lifetime membership. Those interested can write to them at the following address:

American Aviation Historical Society
2333 Otis Street
Santa Ana, CA 92704

Another scale model resource is the International Plastic Modeler Society (IPMS). Members of this club also have access to a wealth of information on more aircraft designs than you can shake a stick at; especially three-views and color schemes. Membership costs \$22 a year for adults or \$10 a year for those under 17 years old. You can get in touch with them at the following address:

IPMS/USA
P.O. Box 2890
Sacramento, CA 95812-2890

Thanks for putting out *SSN*, Charlie. The wait for each issue is maddening but worth it. I understand you work under a few constraints. Hang in there!

Bob Schmit
Los Angeles, CA

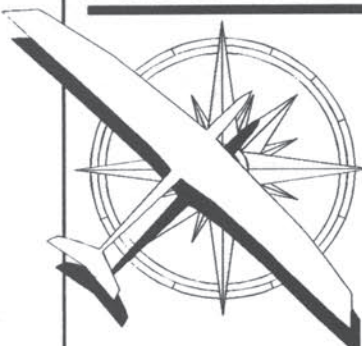
And thank you, Bob. I'll contact both of those organizations for scale documentation info.

I don't know much about flying wings myself, but I know we have a few readers who have studied them. Bill and Bunny Kuhlmann of B² Streamlines could probably help you, and I'm sure there are others. You can contact them at P.O. Box 975, Olalla, WA 98359-0975; 206/857-7249.

I saw a very interesting flying wing, a semi-scale B-2 bomber, at Torrey Pines recently. It was designed, built and flown by Randy Warner, and it flew extremely well! I don't have Randy's address, but I believe he lives in the San Diego area.

Soartech is compiled by Herk Stokely,

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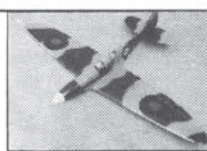
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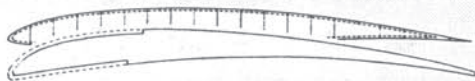


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the soaring columnist for *Flying Models* magazine. You can contact Herk for complete information on his Soartech newsletters at the following address: 1504 Horseshoe Circle, Virginia Beach, VA 23451. — Charlie.

NOT MUCH FLYING ATOLL

Aloha! Even though I'm working on Johnston Atoll, 825 miles away from Hawaii, I really enjoy your newsletter. As you can see, there are no slopes over here (seven-foot elevation!). I have to work for six-month contracts, so that means no flying until I reach home on Maui. But thanks to your newsletter, I'm kept up to date with the latest information on slope soaring. It keeps me going, seeing all the photos of the new slope ships, so I'm renewing my subscription.

I'm going to send a copy of your newsletter to my friend on Maui. His son is building a Doug Hertzog Silhouette. I figure he could use the information that Dick Hancock shared in your Air Mail column. I never met Dick, but I could like to one of these days when I go over to the Big Island.

We have some wicked slope soaring on Maui. If any of you folks out there come to Maui, be sure to check us out. I can have my friends meet with you. We have a lot of strong trade winds, just like south point, unless the Kona winds come (just joking, Dick).

Well, I've gotta go finish my Coyote, SR-7, F-20 and FW 190, so I have to end this letter. Thanks again for your great newsletter.

Gerald Fukuoka
 Johnston Atoll

"CLASS" SLOPE RACING

I just re-read your editorial on slope racing in the March issue, and it gave me some ideas. I'd like to see a 12-race (one per month) season for points with a special awards banquet after the last race to announce the overall winner and present the trophies, etc.

I also think that "class" racing would be the answer for those of us who don't have the time or money to invest in a high-tech open or unlimited class model and the radio gear to fly it.

I know of several pilots who have the skill but not the equipment to be competitive in these races. It would also provide an arena in which the newcomer to racing can test his/her skills

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and develop experience before competing with the "big boys."

There are many kits from which one could be chosen to create a racing class. It might be one of the smaller, aerobatic ships that are getting so popular lately. By using an off-the-shelf kit, limiting control functions to just elevator and ailerons, and limiting allowable modifications, a popular and inexpensive event would be created. Limited aerobatics might even be incorporated in some races for a whole new event! Maybe you could poll the SSN readers for their opinions and choice for a kit...

Keith McLellan
Van Nuys, CA

Okay, Keith. Let's see what the SSN readers think. There's a group called California Slope Racers, and they're interested in increasing the frequency and popularity of slope racing events, too. Are you a member? Contact John Dvorak at 408/259-4205 for more information on CSR. — Charlie.

L-39 ALBATROS...AND MORE TO COME!

Just a note to say thanks for printing the article on my L-39 Albatros in your mag. I got lots of phone calls following its release. I'm also glad to report that sales are beginning to pick up. Being the new guy on the block is tough, plus my Wisconsin location probably has most guys wondering what could come from there besides cheese.

The slope racer that I talked about when I saw you at the Tri-Cities Scale Fun Fly is almost ready for production. Next will be the Northrup X-4. Plugs are carved; molds are next.

Keep up the good work!

Vern Hunt
Vern Hunt Models
4950 Butternut Trail
Juneau, WI 53039

The Albatros looked like a winner in the photo we ran, Vern, and after seeing several completed models at Richland, I know it's an exceptionally good kit. (I sure got jealous seeing Pete Bechtel driving off with one of those already-built models in the back of his truck!). Thanks for the info; we'll be looking forward to the new slope racer and X-4. Please send photos as soon as possible! — Charlie.

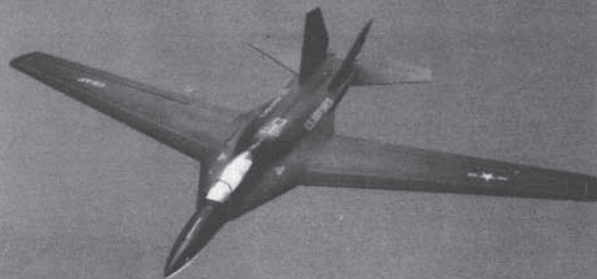
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