Soaring Digest
RC
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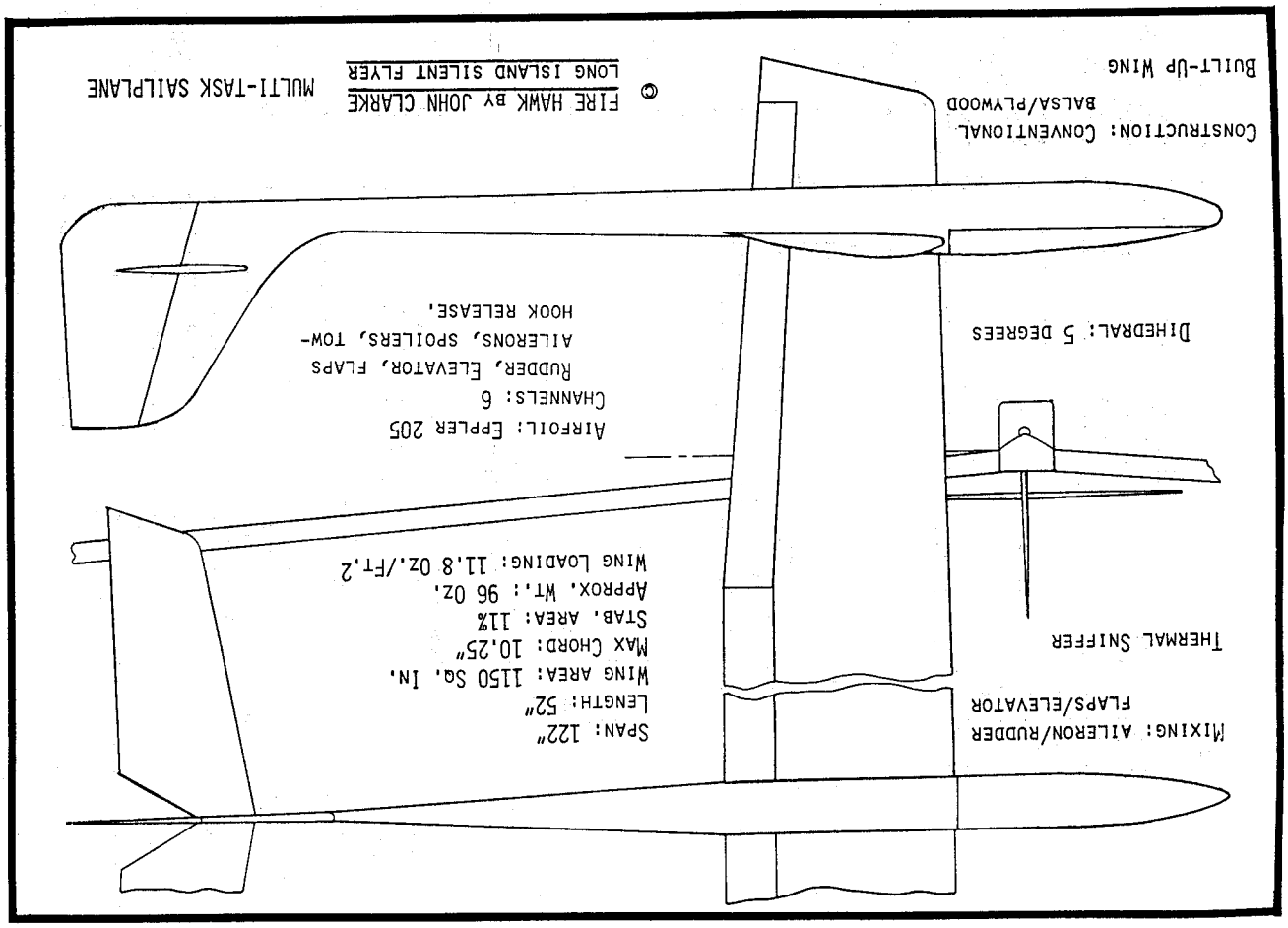


FLYSWAPPER

CLASSIFIED ADVERTISING:

RC Soaring Digest will take classified advertising from both individuals and from businesses. The INDIVIDUAL RATE will be 10¢ per word; the BUSINESS RATE will be 25¢ per word. Addresses free. Count only the words in the main ad. Copy must be typewritten and prepayment by check is required. Please submit all advertising copy before the second week of the prior month. For example, February issue ads must be in before January 15th. Checks payable to RCSD.

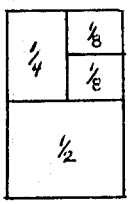
DISPLAY ADVERTISING:

RC Soaring Digest will take display advertising. The rate will depend upon the number of issues in which your ad is to appear, and the following schedule is based on frequency of appearance in RCSD. We suggest, to start, that all ads be typeset and ready for camera.

Ad sizes and formats are as shown in the table below, with the requested dimensions and formats. Full-page, half-page, quarter-page, and eighth-page sizes are available.

Note: All ads, classified or display, will be half price to all clubs and not-for-profit organizations. Ads received too late for publication in the desired issue will be held for the subsequent issue, unless requested otherwise by the advertiser. Publisher takes no responsibility for the accuracy, truthfulness, or credibility of offered merchandise. Any ad repugnant to common sensibility may be turned down by the publisher as unsuitable.

1 issue	3 issues	6 issues	9 issues	12 issues	Sz.
$10	$9	$8	$7	$6	1/8
$20	$18	$16	$14	$12	1/4
$40	$36	$32	$28	$24	1/2
$80	$72	$64	$56	$48	1



Note: Dimensions of ads - 1/8th page - 1/4th-page - 1/2-page

Full: 12"H x 7"W 3"H x 3.5"W 6"H x 3.5"W 6"H x 7"W

RC Soaring Digest
P.O. Box 29
28 East Hill Road
Peterborough, NH 03458

POSTMASTER: ADDRESS CORRECTION REQUESTED

HI START

This month I'm going to stick my nose into something that may cause some grief and aggravation, but I feel it ought to be said and - more importantly - acted upon...and that is the Nat's situation with respect to RC Soaring.

Although I did not attend the Reno Nat's (nor even the Springfield one in '83, a situation I'll try to rectify in '85) there seems to be a fundamental problem regarding suitability of site and equipment/manpower required. The problem comes across loud and clear when you read accounts of the contest by those who were there, either as competitors or observers.

First, the site was totally inadequate: too small, and a poor surface.

Second, there just did not seem to be enough experienced help on hand for a contest of this size.

It must be understood that the people who did the work cannot be faulted for poor initial planning, nor can they be blamed for the inadequacies of the site. Monday morning quarterbacking is easy, and hindsight is always 20-20, but maybe some lessons can be learned from the experience. Thank goodness for those who were there and worked their tails off.

The AMA must choose a site with all events in mind - not just the power events. Has anyone ever told them that an RC soaring site should be as good as (or even better than) a free-flight location? The field should be large, unobstructed, smooth, and accessible. If possible, it should have nearby or on-site facilities for parking, and for PEOPLE and their needs. Water, electricity, toilets, and food should either be available on site, or readily available nearby. The temptation is great to first choose an airport for the power fliers and forget about the glider site until later - or give it short shrift immediately. Let's have an experienced RC sailplane flier on the selection committee. Don't forget - AMA - that the soaring events are attended by a greater number of contestants than any other single type of event, and therefore deserve at least as much forethought and planning.

The problem of experienced help is not always easy to solve, because those locations where large, open fields exist are not likely to have the population density to support large and active soaring clubs - which is where the local pool of talent must be found. We were very fortunate in New England to have both a good site, and a large number of very experienced soaring people who came from all over the northeastern U.S. Distances between cities are shorter out this way, and large numbers of experienced soaring clubs can be found within an easy day's driving distance. Not so in Nevada. Solid thought and pre-planning has to be done by those responsible, and they have to talk with each other...and think about the problems.

Finally, the NSS-which is the official Soaring Advisory group to the AMA-absolutely has to take a positive stand on the matter, and not only insist that RC Soaring be given sufficient consideration, but also assist in the selection committee deliberations. Next year will probably pose no problem, because the Nat's are supposed to be returning to Westover AFB at Chicopee, Massachusetts - where they were held in '83; but what about '86? Has anyone given any thought to that? It's not too soon!

Politics, as always, plays a part in site selection. Certain cities or political entities 'bid' for the Nats; or at least they do in full-scale soaring contests. The boost in income alone from the influx of contestants, their families and helpers, and those who just come to watch, can be sizeable enough to attract almost any politician. The city fathers can be persuaded to offer all kinds of help and concessions - because it's news, and publicity for them. Just ask the Chamber of Commerce sometime, if you don't think this is powerful medicine.

Let's not have a repeat of Reno '84 (with all due respect to those who were there and did the work). Let's have some input from each of the AMA District V.P.s. Let's have them get some input from the NSS V.P. s in the same areas. Let's not be too little and too late in '86...we can't afford another "Reno."

Happy Soaring,

Jim Gray

FAI/F3B TEAM SELECTION FINALS.....TMSS NEWSLETTER, SEPTEMBER 84

"The U.S. Soaring team selection finals was held in Los Angeles during Labor Day weekend. Reports back to me (Herk Stokely) indicate that there were about 38 contestants who flew eight full rounds in the four days of competition. The descriptions that I've received indicate that the competition was very well run, and the skill level of the competitors was very high (World Class). You had to be able to turn speed runs faster than 23 seconds consistently to get near the top in this finals. The San Fernando Valley group showed up with a flywheel winch that gave amazing launches. Completely legal within the current rules, the winch spins up the flywheel before the launch starts; then the plane launches in the normal way, until the beginning of the zoom where the spinning flywheel adds its energy to give a strong additional impulse. This winch required very strong airplanes which these folks have, and their launches were the highest. Mike Reagan and Mike Bame of this group came in one-two. Steve Neu was third. There'll be a lot more details and reports, but I wanted to get the word out that we had a well-run finals, the weather co-operated, the competition was world-class, and we're headed toward Australia and the World Champs next April.

"I also wanted to put in an editorial comment (again, Herk Stokely). California fliers dominated this event, and much will be said about that by others. Still, thinking about what it takes to be competent in today's F3b environment, I think you need to attend four or five full-task F3b events each year to keep current and confident. Where in the USA could you do that and remain within a reasonable (600 mile) distance of your home? Not Tidewater, that's for sure."

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RC SOARING DIGEST SUBSCRIBERS.....NOW NUMBER 445!.....Jim Gray

Way to go, guys and gals!!! It's now official - our RCSD subscribers number 445 as of this writing - which is September 15th. Originally, I had hoped to get 1000 by the end of the year, but I haven't made any major mailings recently - so the new subs aren't coming in as fast as they were a few months ago. Here's how you can help me, if you'd like to: (provided you really enjoy RCSD)

Each one of you who is a current subscriber is asked to get at least one more subscriber. That way, we will make the 1000 before the end of the year. I'll award a prize of a one-year subscription extension to the person who brings me the most new subscribers between now and December 31st. Just send me their names and addresses, their subscription checks, and your name. I'll keep track, and will announce the winner in the January issue. Really, we'll all win.

Just to let you know where we stand, I have just about enough money left in the treasury to print the next three issues, and mail them. That means that we broke even (or just about even) in '84. My game plan was to break even this year, and make a slight profit next year...and it's very close. I can do it with 1,000 subscribers. With 5,000 subscribers, I can do this full time, and quit my regular job ...something I've dreamed of doing for a long time.

The main thing that 1,000 will do for US (not just me) is to allow me to have some typesetting done to make a better-looking and easier to read Digest. It will allow the money for more photos, and more three-views - all of which means more pages.

In the initial planning stages, and for the first few months, I was going pretty much by guess-timation on costs of printing and mailing. These turned out to be twice as expensive as I had planned. That's why we're running a bit short, and why we need more subscribers. You see, income goes up linearly with the number of subscribers, as does mailing cost, BUT production cost goes up less steeply - and that is how we can become profitable.

From what you've told me, you like RCSD, and would like to see it continue - and even grow bigger and better. I can do it with YOUR HELP. How about it - will you help me put this thing over the top?

BRING IN THOSE NEW SUBSCRIBERS

AND WE'LL ALL BENEFIT

PAINT AND PREPARATION FOR RC MODELS..... JAY SIREN *

* This article was taken from the March 1984 Silent Flyer, newsletter of the San Fernado Valley Silent Flyers, a well-known and very active club in the Los Angeles area.

PREPARATION:

1. Sand model with 320-400 wet or dry sandpaper depending on original smoothness, progressing to 600-800, creating a smooth finish.

2. Brush or vacuum model, then wipe wood with tack rag and Prep-Sol (registered Trade Name) solvent to pick up any loose dust particles.

3. Brush a coat of polyester clear resin for sealing (for wood only) then, when dry, sand with fine sandpaper.

4. Recoat to fill defects.

5. Oblique light test: Hold the model where light is coming from angle and look for any defects. Put another coat on if defects are not too massive.

6. Primer: use one that is compatible with lacquer. Grey or red oxide primer are okay; do not use white, as this color does not show up defects that will later show up when you apply lacquer.

7. Sand again, until primer is almost not there; use a flat or padded sander.

8. Spray another coat of primer for defects and sand down again. If you have followed all instructions carefully, you should not need any more primer.

9. If you do have any spots left, fill them. Jay recommends using white Marine Tex or Hobby-Poxy 'Stuff'. Marine Tex is also good for creating a perfect wing saddle.

PAINTING:

1. Jay uses acrylic lacquer as it is lighter than most other finishes. It can be put over fiberglass or bare wood. It can also be used on Monokote to create your own special designs and color combinations.

   Choose your lacquer color, and thin it with high-gloss lacquer thinner (100-150% thinner) by stirring. Do not shake as this will cause air bubbles you cannot get rid of. Plasticize the lacquer with castor oil or Flex-All (registered trade name) to reduce brittleness.

2. Spray a light 'fog' coat of paint. Spray one full coat of paint.

3. Lightly sand this coat with 500-600 sandpaper - wet sand, that is. Try to avoid scratches in the lacquer.

4. Wipe with Prep-Sol and tack rag.

5. Apply second coat of lacquer. Let dry for 1 or more days.

   Most people stop here, but you're a 'professional' so you must go on.

6. Lightly wet sand with 600 paper and then 800 or 1000 to get rid of minor blemishes.

7. To put the gloss back on, use white polishing compound; not red rubbing compound, as it is too abrasive. TURTLEWAX white rubbing compound, or DuPont white rubbing compound are recommended. Do not worry if you polish in a circular manner, as there are no disadvantages in doing this.

8. Wipe down and repeat procedure #7 two more times.

9. Using Wright's Siver Creme, repeat procedures 7 and 8 again.

10. The 'Colgate Smile' - yes, this is the toothpaste you may use. Repeat procedures 7 and 8 again, using your Colgate toothpaste.

11. If you have any strength left, the final step is the use of Classic Car Wax.

R-M Alpha Cryl #A-6411R Automotive Lacquer matches Red Monokote perfectly; R-M Alpha Cryl #A-3066 Automotive Lacquer matches Yellow Monokote perfectly.

TEMPEST (In a Teapot?)...WELL, NO, NOT EXACTLY...IT'S LIKE THIS...

Last month I ran a back-inside-cover ad for Scott's Models, and I'm ashamed to say the ad turned out lousy - all due to my being in a hurry, and not having the right materials to do the job I should have done. Well, I apologized to my friend Scott Metze, who is the President of that company - and an avid designer, builder, and flier. I told Scott that I would redo his ad and give him a full page to do his beautiful sailplane justice. Further, I told him I would do a review of that sailplane in a forthcoming issue - and give him a bit of free advertising, if I liked the sailplane...so, here's the first installment on that promise.

The TEMPEST is one beautiful sailplane, and boasts a number of unusual and interesting features. First, it's a pod-and-boom design that features a carbon-fiber/glass-fiber fuselage and tail boom. The pod is well molded and very light, and the tail boom reminds you of an arrow shaft. The fuselage comes fully molded with pod and boom all mated and ready for installation of the radio equipment and painting. It weighs only a few ounces. There is a molded canopy that fits onto the fuselage and butts up against the molded turtle-deck that fits over the wing saddle.

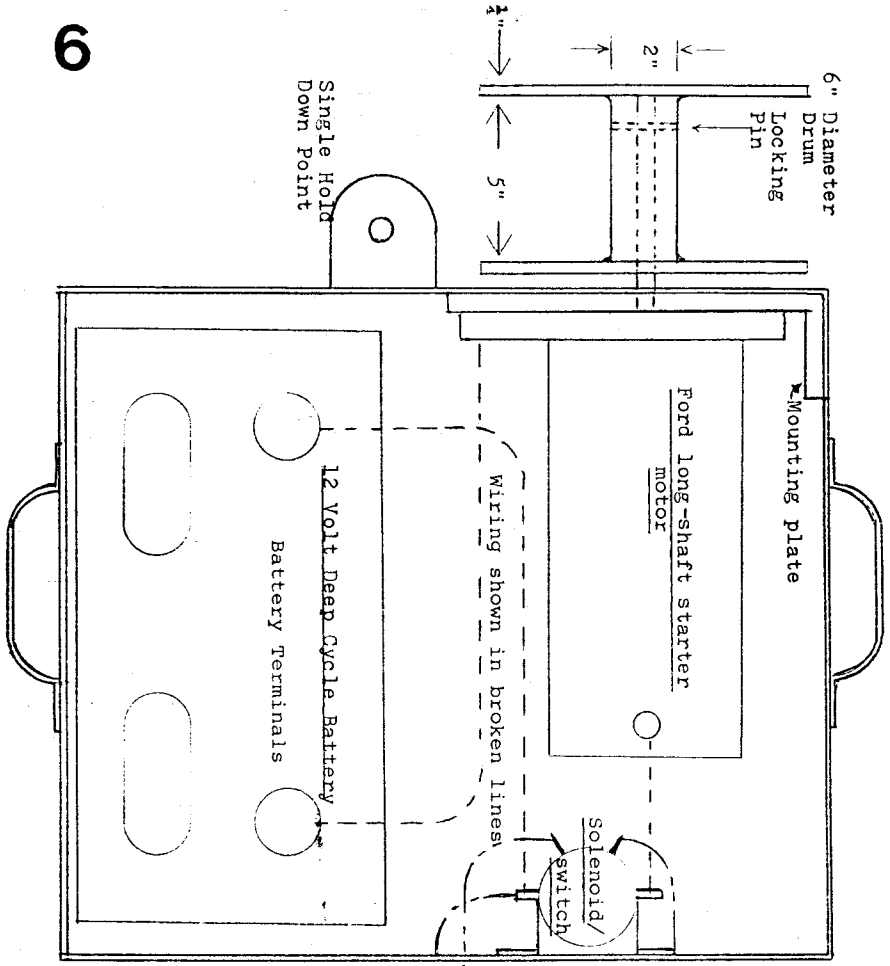
The wing is a solid balsa structure that uses a Jack Chambers airfoil of 7% thickness, and is fashioned in a polyhedral manner. The two center-section pieces have less dihedral than the tip panels, and they all fit together into a one-piece structure. You have some plywood templates that fit onto the ends of the rough-shaped panels, and you contour the wings to proper section by the use of sanding blocks. I used a mailing tube with one half covered with 150-grit, and the other half covered with 80-grit paper. I also used two different lengths of 1"x2" rectangular blocks. In each case, the paper was fastened to these blocks by contact cement. What tools they are for shaping! It took only about an hour to shape the wing and bring it into conformity with the templates. Span is 60" or 72".

The tail is a tee tail that sits atop a fin structure that is built up to accommodate the entire mechanism for actuating the horizontal tail. Nothing sticks out into the breeze - it's all inside, meaning that there is very little drag. It takes a bit of doing to get everything lined up properly and put together, because this is not just a small sailplane - it's a tiny one compared to what I'm used to. With care and patience, it all fits beautifully. The rudder is a built-up balsa structure, as is the tailplane, for lightness. Everything is streamlined to airfoil shape, and the tailplane sits on a platform that moves. It is held there by rubber bands, so that it will come free without damage in a forced or crash landing. The wing is held on by a wooden dowel and a nylon 4-40 screw...which may soon be changed to a 6-32 nylon screw...and plate nut.

The kit comes with all needed wood selected for you, and neatly bundled in groups: a wing group, a rudder/fin group, and a tailplane group. The hardware package contains everything, including the nylon wing fasteners, rubber bands, and dowel...as well as the Nyrod control cables and sheaths. The plans are the best I've seen because they include the building instructions right on them. Plenty of sketches and layouts are included to help you get everything in the right place. I guess you'd call them pictorials, rather than plans. The rudder/fin/elevator have actual 'plans' over which you build the structure. The fuselage formers (a separate package of plywood, all cut to shape for you - as is the tailplane platform -) exactly fit the molded pod with only the slightest bit of sanding. Full instructions for building, assembling, balancing and flying are given on the pictorials/plans pages. These are large, and easy to read as well as being clear in terms of what to do.

I was astonished with the finished product due to its absolute streamlined shape. Everything fits together so that it looks like a one-piece molded structure when you're finished. I took three weeks of spare time to build mine, and installed a Futaba receiver (mini) and servos (micro S-33's) and a 250 MAH battery pack. I'd suggest you go for the 500 mil pack, as you have to add too much lead to balance, otherwise. It will fit okay. My ship is finished with gloss-black fuselage, white main panels, red tip panels, and red empennage. Black pin-striping separates the red from the white, and white pin stripes separate the red from the black-It's danged purty!

Next month I'll tell you about flying this exquisite jewel that weighs only 20 oz. (with the 60" wing) and 25 oz. with the 72" wing. It's both a slope and thermal soarer, and the loading is 10 oz./ft^2.



SIMPLE TOWING WINCH USING FORD STARTER MOTOR

Handles on center of gravity

Notes:

These Ford starters were in production for years, including 1962. Use the 12-volt motor with a 6-volt battery.

Sheet Metal Box

If you want a 12-volt winch, use a 2" core diameter.

When purchasing a starter motor from a junk yard, have them check it first and get instructions on how to remove the starter Bendix.

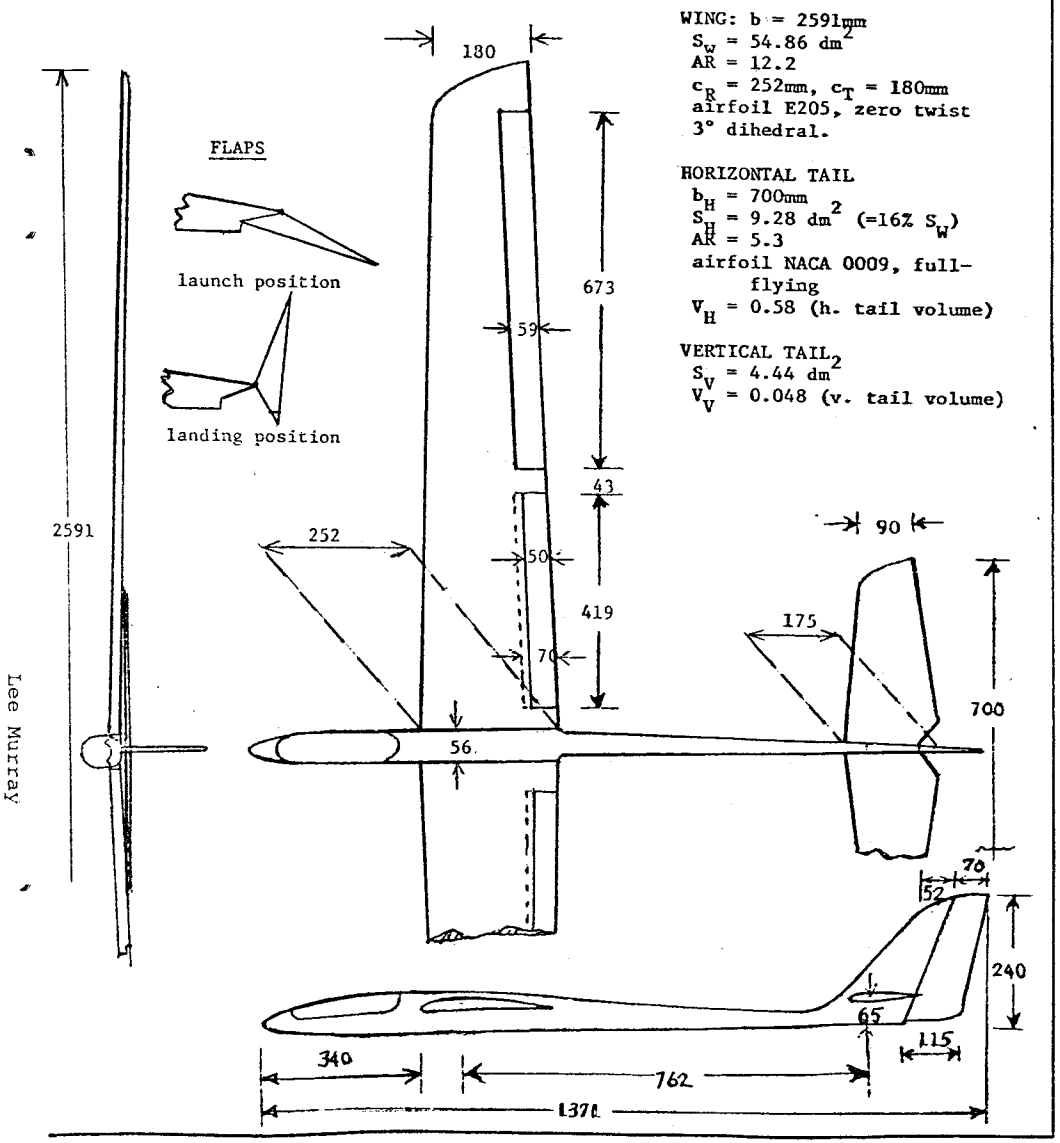
Foot Switch/wall plug for easy removal (safety) 3 Amp. capacity

QUANTUM '83

designed and drawn by DON EDBERG, USA

Construction: wings and tail are fiberglass skins vacuum-bagged over 0.032g/cm^2 styrofoam; the fuselage is conventional fiberglas and epoxy.

Flying mass: 1980g - 3170g; FAI loading 30.87g/dm^2 - 49.42g/dm^2



WING: b = 2591mm
S_W = 54.86 dm^2
AR = 12.2
c_R = 252mm, c_T = 180mm
airfoil E205, zero twist
3° dihedral.

HORIZONTAL TAIL
b_H = 700mm
S_H = 9.28 dm^2 (=16% S_W)
AR = 5.3
airfoil NACA 0009, full-flying
V_H = 0.58 (h. tail volume)

VERTICAL TAIL
S_V = 4.44 dm^2
V_V = 0.048 (v. tail volume)

Lee Murray

LANDING TO WIN.....DAVE JOHNSON

DAVE IS GENERALLY RECOGNIZED AS THE TOP RC SOARING PILOT IN THE NORTHWEST. HE HAS WON COUNTLESS CONTESTS, AND HAS BEEN THE RECIPIENT OF NUMEROUS AWARDS, INCLUDING THE NORTHWEST SOARING SOCIETY'S PRESTIGIOUS SEASON CHAMPIONSHIP AWARD - 5 TIMES! IN THE FOLLOWING ARTICLE, DAVE SHARES WITH US HIS TECHNIQUES AND THOUGHTS ON LANDING IN CONTESTS. WE WOULD DO WELL TO LISTEN...IT SURE WORKS WELL FOR HIM. THIS ARTICLE HAS BEEN REPRINTED SO MANY TIMES THAT IT HAS APPEARED IN VIRTUALLY ALL OF THE MAJOR RC SOARING NEWSLETTERS IN THE COUNTRY...BUT IT'S WORTH REPEATING IN CASE YOU HAVEN'T SEEN IT. TAKE IT AWAY, DAVE...

"I've always been a firm believer that the difference between a good flier and a winning flier is simply paying attention to all of the little things that most people seem to overlook. I like to think of flying your airplane as a big thing, and landing it as a little thing. This may not be totally accurate, since landings can account for as much as 50% of your score; but landings, to my mind, are a combination of many little things-the importance of which too many pilots seem to underestimate. A good flier gets into the trophies -- but only a good flier who can land, can win. So how do you learn to land? Practice, right? Well, no, not just yet -- because most of what you have ever learned about landing isn't what you need to know if you're landing to win.

SETTING UP: You've probably seen articles about landing an airplane: "At two minutes (to go) you should be at such and such...at one minute you turn here...at 30 seconds...,etc., etc." That may be okay if you're just learning to land, but it doesn't work for contests. You simply cannot count on the checkpoints being there. You'll be scratching for time, or you'll be far downwind, or whatever -- but you can't count on a textbook landing approach. You're going to need a set-up that you can use in almost every situation. Don't lock yourself into any one landing approach -- learn to left-turn into final, right into final, a short final, a long final, etc. Avoid using visual check-points (except one, which I'll explain later) to set up your landing. On your home field you'll unconsciously be using trees, power lines, or other visual references to locate your plane in setting up a landing. On a strange field, those reference points won't be there.

"So, what can you count on to be there, wherever you are flying? -- YOU and your AIRPLANE. You're there, standing on the ground next to the landing circle. The ONE visual check-point you can use (it's good about 95% of the time) is to bring the airplane close enough to yourself before landing that you can 'know' precisely where it is. For me, it means bringing my plane to within perhaps 75 feet of myself about 30 seconds before landing. The exact position is not critical, nor is the exact time. Once I have thus pin-pointed my airplane, I feel like I have located it relative to both the landing spot and to the countdown, and I can now fly out and set up an approach and still retain this feeling of contact.

THE COUNTDOWN: The countdown to landing is a lot less important than most people realize -- one of the most important lessons for me was learning to view the countdown in its proper perspective. First of all, keep it simple. Most pilots use countdowns that are far too complex: 'At one minute to go give me a ten-second count, at 30 seconds a five-second count, at 10 to go give me every second...backwards...in Yiddish." Even if you have your favorite timer trained to your own peculiar count, he won't necessarily be there just when you need him most. I use a five-second count UP the last minute of the flight. Always count UP, that way the timer can read directly from the watch.('Five, ten, fifteen, etc.') Count-DOWNS require too much from the timer (besides, how do you count backwards toward the target time on an'add-em-up' anyway?). Start the count early enough (in this case with one minute still to go) that you can coach him if he forgets your instructions; and don't change that count within the final minute. With 30 seconds or 10 seconds to go, you need to be thinking about your landing, not trying to get the proper count from your timer.

...continued next page

Landing to Win (continued)...

"Finally, and this is the most important thing I have ever learned about count-downs -- have your timer stop counting at 'fifty' (ten seconds to go). Forget about the count and just land the airplane. Stop and think about it -- your plane is on final, approaching the spot, and will touch down in about 10 seconds. How many flight points do you still have control over at this point? One or two? That means that about 99.5% of all your flight points are in the bag. And how many of your landing points are certain at this time? That's right: ZERO, NIENTE, ZIP. So why are you concerned about two points when you still have 100 points about 10 seconds away? A point is a point is a point. What do you consider a good landing- 85 or 90 points? (I'm thinking in this case of a 100-point landing circle.) That gives you 10 or 15 points to try to improve on, so forget about those two flight points. Besides, what if you are late? Having your timer continue the count is like having him holler in your ear:'YOU'RE LATE, YOU'RE LATE.' That's just about the last thing you need to hear when you're concentrating on those 100 landing points."

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NEWS BULLETIN (Especially for Canadians)...

"EFFECTIVE IMMEDIATELY ALL CANADIAN LEAGUE OF SILENT FLIGHT APPLICATIONS, PERFORMANCE VOUCHERS, REQUESTS FOR SUPPLIES (DECALS, PATCHES, ETC.) SHALL BE MADE DIRECTLY TO L.S.F. HEADQUARTERS:P.O. BOX 647, MUNDELEIN, IL 60060. THE CANADIAN CO-ORDINATOR,SINCE 1976, HAS RESIGNED HIS OFFICE. GOOD LIFT, SINCERELY, (signed)D.E.HENSHAW."

SOARING MAIL (two from England)...

Tony Beckett wrote on 10th August: "Hand-launched gliders are making something of an impact in U.K. this year. There was a class for them at Radio Glide, and they have appeared at several club contests. There is a division of opinion at this moment, however. It seems that in reasonable conditions a 100S (Standard CLass) model will outperform a specially-built and smaller hand launch glider. The feeling in some quarters is that an upper size limit should be applied. Others (presumably those with 100S models) want things left alone for the time being. I must admit to not having tried either way. My 100S models, after a few bad landings, have wing fittings which are O.K. for normal launches, but would allow the wings to swing back if I threw the model at full strength. I didn't consider a purpose-built model, as I can remember the discomfort I caused myself after a full day's chuck gliding at the free-flight Nationals a few years ago -- the free-flight models were less than two ounces! My right arm is too old for things of this sort.

"I've included an advert (reproduction below) that wasn't mentioned in your U.K. supplier's list in the August RCSD. Dick Edmunds is well respected, and he competes with models that he sells, and does well. There is also the interest of the design connection with Sean Bannister (Algebra series).

"Obechi veneer: The last time I had a quote from a timber supplier, the price was 14p per square foot, with the model shops selling at about 30p per square foot. (Translates into about 19¢ and 40¢ per square foot in U.S. funds, respectively). The obechi that comes into model shops is in standard sizes, whilst that through the timber merchant comes in what they call 'leaves' just as it is cut from the trunk. I have been unable to discover who cuts veneer in this country. The various kit producers I have spoken to either get the obechi from model wholesalers, or won't say who their supplier is. If I could get back to the actual cutter, I might be able to get a very reasonable price."

Very intersting, Tony. Obechi veneer is used over the foam-cored wings of some sailplanes. It is cheaper than plywood, but not quite as strong. It does take a nice finish, however, and could always be covered with glass or fabric, or mylar film, if you wanted to do so. Consider the price at evne 20¢ per square foot... that would mean only $4.00 for a ten square foot wing (figuring both surfaces, of course)...not very much, is it? Hmmm...wonder if Obechi might be available in the U.S. at reasonable cost?

DICK EDMOND'S MODEL SUPPLIES - Unit 20, Vernon Buildings, Westbourne Street, High Wycombe, England. Tel: 0494-28214.

Algebra 3-meter deluxe kit, e.g., sells at the U.S. equivalent of about $55.00. Shipping would be extra, of course.

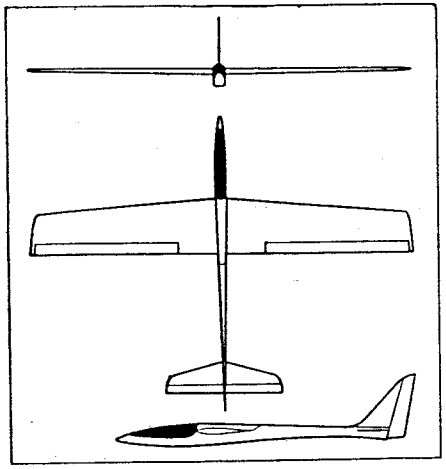
SOARING MAIL (Continued)...

Sean Walbank, editor of The White Sheet, one of the best RC Soaring newsletters anywhere - bar none - writes about the August RCSD, as follows, in a letter received just a few weeks ago:

'PHASE 6': A Personal Point of View.....by Sean Walbank

"In response to Howard Honor's comments in the August RCSD and the mention in the 'Soarces' column about the Chris Foss range of models, I thought that I would put pen to paper(okay, finger to typewriter, if you want to be pedantic) and tell you about the plane that I consider to be the best aerobatic soarer currently available in the U.K., the 'Phase 6'. This design has been in production for about two years now and during this tine it has undergone a couple of structural revisions whilst it has gone on its way to become the most popular model of its type over here.

"As you can see from the three-view, the 'Phase 6' is a good-looking beast (at least I think it is anyway!) and its looks are reflected in its performance. The kit is available with the option of two airfoil sections to choose from, depending on what you want from the model. The most widely used is the 'Sport' version which has the popular Eppler 205. With this section, the 'Phase 6' is a delight to fly -- it can be slowed right up on the approach, it will carry ballast with ease, and it can even be thermalled out from the slope when the wind dies down. It is also, obviously, in its element when it is doing what it has been designed to do - fly fast! Properly trimmed out, it is capable of flying virtually any maneuver that you care to name; the only possible weakness being that the semi-symmetrical E 205 doesn't fly quite as well inverted as it does the right way up. If inverted performance is something that you really strive for, then 'no problem,' -- just ask for the 'professional' version! With its fully symmetrical section, it doesn't care which way up the model is! Can't decide which version to choose? Then just order both sets of wings -- they are fully interchangeable. With the wind up, the 'Professional' will perform any maneuver in the book, plus a few that aren't there, also!



Span	66ins.
Length	50ins.
Weight	2lb. 10ozs.
Wing section	Eppler 205 (Sport wing)
Control functions	Rudder, elevator, ailerons
Construction	Balsa fuselage and tail, veneered foam wing panels

"The kit itself consists of obechi-veneered, foam-cored wings with a ply/balsa fuselage that can take all the usual battering that the models get on the slope (especially if you cover it with nylon). In keeping with the usual Chris Foss traditions, the wood selection is excellent, everything fits together with ease, and the instruction book that accompanies it is superb.

" I've had mine for two years now, and there are five others in our club, so I'm not the only one that thinks it's great. With the Pound falling against the U.S. Dollar (about $1.33 to the Pound) the time couldn't be better to purchase one. The very least you should do is contact Chris, and obtain details of his other fine slope and thermal soarers -- I can promise you won't be disappointed.

"Remember --'Buy British - You know it makes sense!' "

Well, gang, which one of us will be first in the country with a Phase 6? If you want to order one NOW, here's how to go about it:

Chris Foss Designs: 448 Upper Shoreham Road, Shoreham, Sussex, BN4 5NE England.