

CARL MARONEY ON RC

Soaring Rules Proposals: I was recently appointed Chairman for the RC Soaring Advisory Committee (SAC). May I suggest that anyone desiring changes to the current AMA soaring rules, which were published in the '74/'75 AMA rules book, please submit your ideas. All proposed changes must be submitted on a formal "Rules Change Form" which is available from the AMA Headquarters. Upon completion of this form, return it to AMA for channel processing.

Effective 1974, the AMA Executive Council voted that rules can only be changed every two years. In essence, this means that the current AMA rules will be good through 1976. However, the word is that the 1 June deadline date may be extended until 1 September, 1974. Regardless of these dates, soaring enthusiasts should not wait until the deadline dates are announced. You should continue to forward inputs, in order that sufficient time may be allotted for the SAC members to review all inputs adequately.

This committee is composed of eleven representatives, who are selected by the District Vice-Presidents on a yearly basis. The SAC members' functions are to: review proposals, submit recommendations and collectively advise the RC Contest Board of our desires. The SAC has been dormant since its inception, due to a lack of coordination. May I advise you all that the Soaring Advisory Committee now stands to serve you and become your voice with the AMA Headquarters. The advisors now ask for your help, by letting us hear from you. The AMA District chart shown below will assist you, when determining whom you may contact.

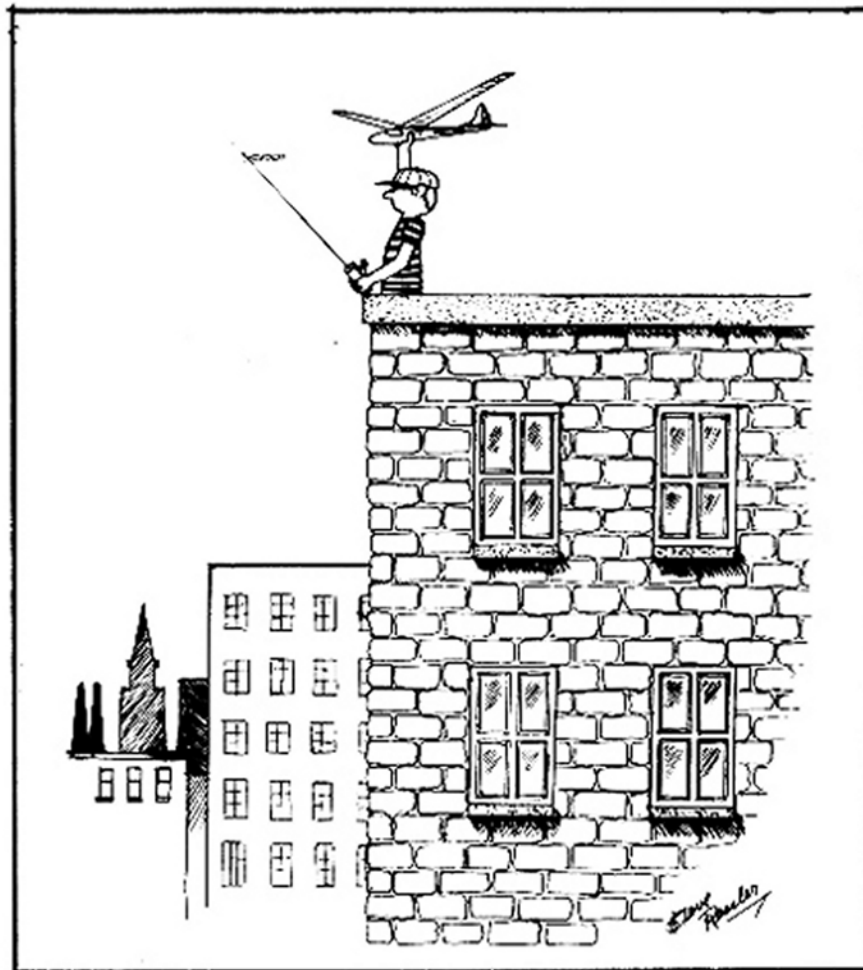
AMA DIST.	STATES	SAC REPRESENTATIVE
I	Maine New Hamp. Mass. Vermont Conn. Rhode Island	Richard Jansson 6 Pine Street Wellesley Hills, Mass. 02181
II	New York New Jersey	Gil Rifkin 18 Carmen Drive Nanuet, N.Y. 10954
III	Penna. Ohio W. Virginia	Fred Collins 29 Stewart Avenue Pittsburgh, Pa. 15227
IV	Maryland Delaware Virginia N. Carolina	Carl Maroney P.O. Box 170 Kensington, Md. 20795
V	S. Carolina Georgia Florida Tennessee Alabama Mississippi	Chuck Anderson Rt. 4, Box 154 Tullahoma, Tenn. 37388
VI	Indiana Illinois Missouri Kentucky	Nell Liptak 325 O'Neal Street Joliet, Ill. 60436
VII	Michigan Wisconsin Iowa Minnesota	Earl Pell 907 Medford Ct. Rochester, Mich. 48063
VIII	Arkansas Louisiana Texas Oklahoma New Mexico	Dale E. Nutter 2498 E. 49th Street Tulsa, Okla. 74105
IX	N. Dakota S. Dakota Nebraska Kansas Colorado Wyoming Montana	Jim Simpson 2636 Forbes Drive Omaha, Neb. 68123
X	Arizona Utah Nevada California Hawaii	John Donelson 16162 Littler Dr. Huntington Bch., Calif. 92649
XI	Washington Idaho Oregon Alaska	Donald Toepel 1040 S. 174th Street Seattle, Wash. 98148

ELECTRIC SOAR: Bob Boucher has undertaken to generate a rules proposal, since the advent of practical and reliable electric power has created new possibilities for the motor glider enthusiast. Bob feels, and rightfully so, that it is imperative, at this time, to define new rules and classes for AMA competition. Therefore, he submits the following to solicit your comments and advice, and to arouse your imagination. Currently, three new motor sailer classes are suggested for Unlimited, Standard, and Scale classes. The three classes can be covered under the current AMA soaring rules, with the following exceptions: In the Scale class the model would be required to ROG. In Unlimited and Standard classes, hand-launch would be optional. All motor runs would be limited to a two minute run and would require positive proof of motor turn-off, such as dropping a pennant or having foldable props. Should you have any suggestions along these lines, forward them to Bob Boucher, c/o Astro Flight, Inc., 13377 Beach Ave., Venice, Calif. 90291.



Bill Johnson and Don Kiryluk launch a Kestrel at the Snowbird event in upstate New York. (Photo by Heyworth)

Here's Joe Modeler a la down-state New York!

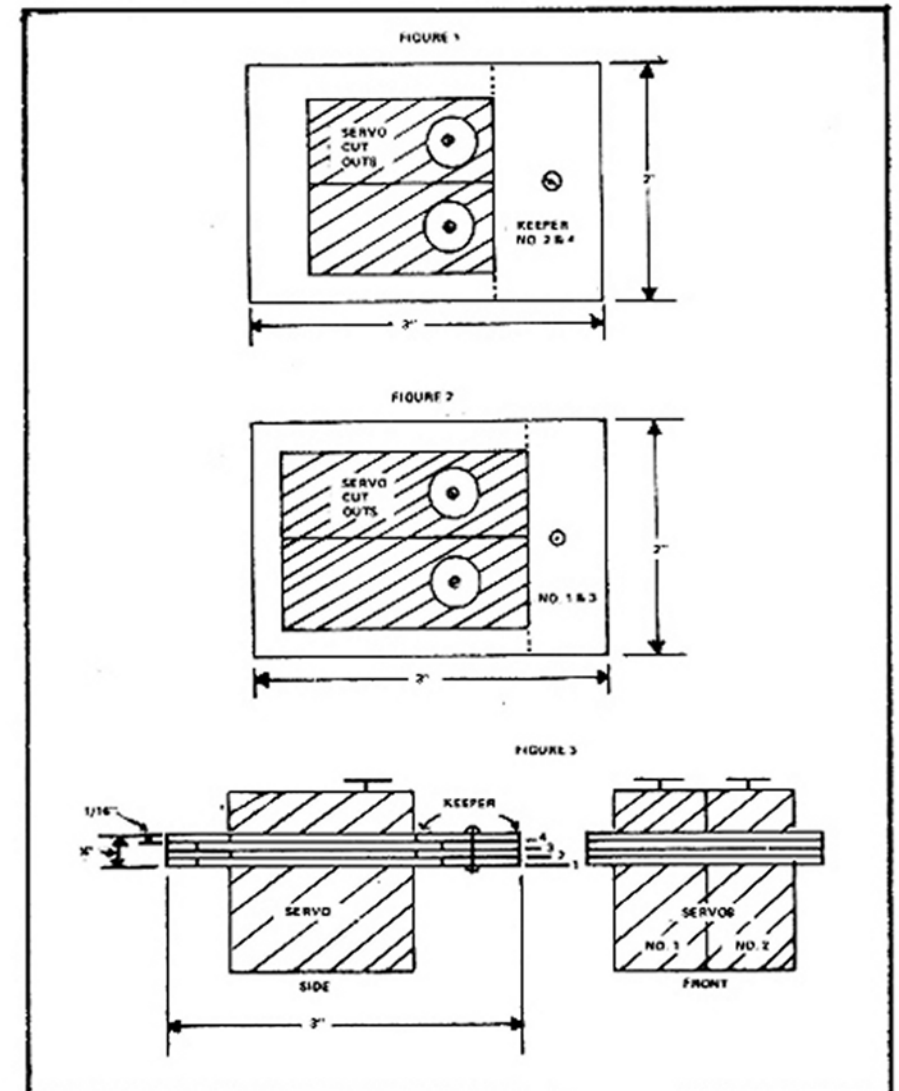


Soaring Event: During the annual National Model Airplane Meet this August at Lake Charles, Louisiana, there will be a promotional soaring event conducted. The competition will consist solely of the AMA Task VI—Duration (Provisional); the rules for this can be found in the right-hand column on page 46 of the 1974-75 rule book. This RC Soaring Meet will be held on Tuesday and Wednesday, August 6 and 7, from one to six p.m. daily. Modelers should not confuse this with the Official Soaring Nats which will be held at Lewis College in Lockport, Illinois, on July 22 through July 24.

The Better Mousetrap (by Cas Pels, AAM Midwest Correspondent): Tired of screwing around? Loose screws and damaged servo lugs? Well, here's a new concept in servo trays. In size it's about as small as can be and, best of all, only one screw secures two servos. Great in gliders and very convenient as well. This is how you can make one:

Cut four pieces of 1/16" plywood, 2 x 3", then number them one through four. Make cut-outs in numbers two and four identical. See Figure 1. Then cut numbers one and three as shown in Figure 2. Now refer to Figures 1 and 2 and cut numbers two, three and four on the dotted lines. The small pieces should still be identified as originally numbered.

Cement the larger pieces together, observing sequential order with number one as the base upon which the rest are stacked. The three remaining small parts are also glued together, but not onto the base. This is the removable keeper that locks the servos into place. When both assemblies are dry, slip them together and drill through for that one bolt needed to retain the keeper. Epoxy nut to bottom of base. See Figure 2.



To install servos, remove bolt and slide keeper free. Insert servo lugs into recess at one end of tray, slip keeper into place and secure with bolt. Voila!

Although these dimensions accommodate Kraft KPS-12 servos, a little stretch of the imagination can produce trays to handle any size servo and should do nicely for the popular brick receiver servo units or any other combination of servos.

West Coast Contests: (The following information is submitted by Paul Denson, 7902 June Lake Dr., San Diego, Calif. 92104, AAM's new West Coast soaring correspondent.) The Southern California Council, a loosely knit coordinator of soaring activities among the clubs in the area, has made a recommendation to set aside a series of dates for contests on the ECSS format. Two of the larger annual contests, the North-South and the Western Regional, have not been scheduled for 1974. It is anticipated that these new contests will fill in the contest calendar. Future contests and dates to be announced.

World's Speed Record Attempt (by Paul Denson): It took three weekends of waiting for the wind to blow to prove a point to a hardy group of fliers: If the wind doesn't blow, you don't fly. Following is a first hand account of the events to recapture the current Russian speed record of 113.24 mph set by Leonid Aldochine on September 20, 1971. On Saturday, April 6, 1974, Irv Stafford, President of Torrey Pines Gulls arrived at the cliff with his car loaded with timing equipment. Irv designed the timing gear to function with the TV cameras which were focused on the entry gates and extended to the speed trap. Three other switch-operated sets of timing apparatus were set up as a back-up for the TV system. Two members of the club, who are surveyors by profession, laid out the speed trap, set up the altitude sighting mechanisms and established the ideal positioning of the TV cameras. By noon, a number of entrants were on the scene looking seaward, wondering: Where is the wind? The entire afternoon was spent sport flying with light thermal machines. There was not enough lift to get the speed ships off the ground.

Sunday, April 7, was more beautiful than Saturday, so sport flying was again the busi-

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ness of the day. About 3:00 p.m. a winch was set up, and Mark Smith launched his dead black speed glider to an altitude of about 200 feet. Mark dropped off the tow and went directly into a dive, entered the trap and moved through in what seemed to be an effortless manner.

Mark's speed for this attempt was approximately 85 mph. He made two more attempts which produced exactly the same results. Dale Willoughby, once a holder of this speed record, attempted to launch his delta-shaped speedster. However, violent gyrations on the tow produced minor damage and Dale retired for the weekend. The following weekend April 13-14, after experiencing 30 to 40 knot winds during the week, developed into a carbon copy of the first weekend. Not one attempt was made for a record flight.

The third and final weekend seemed as though it would produce satisfactory lift conditions to get the speed planes into the air. By one o'clock Kelly Pike, Ken Kay and Phil Edwards had their planes in the air. Approximately 200 to 300 feet seemed to be the highest altitude these heavy, thin-winged planes were able to attain. Kelly's approach was to come in with a relatively steep dive in order to build up speed, pull out and flash through the trap. He hit his maximum speed of 120 mph on his first attempt. This particular run was from south the north. The wind was blowing from the southwest, hence, he had the additional aid of the wind. His successive tries netted him speeds in the middle to high 90s. Kelly felt that the lift dropped soon after his first flight. The wind continued to blow, but the lift just wasn't there. Not one of the remaining contestants could attain the altitude that Kelly achieved on his first pass. Ken Kay, in his attempt, pointed his plane straight down. It looked as if he was almost in a negative dive. One would think it was ready to fall tail over nose. It made you wonder if the plane could survive the pullout. Ken's speeds were also in the high 90s. Phil Edwards tried two runs and attained speeds in the 80s. While trying to gain altitude, he encountered radio or battery trouble and his plane went into a spin, which continued all the way to the beach. When the plane was brought to the cliff edge we discovered there was no damage to the plane. This speaks well for the type of plane necessary to withstand the rugged pullouts and speeds necessary to break the world's record.

Joe Tschurgi and Ed Hoppe both were able to fly their planes, but were not able to reach the desired altitude for speed record attempts. Dale Willoughby tried to launch into the lift using a hi-start, but the elastic was not strong enough to pull Dale's plane out into the lift. It was battered worse than the previous week.

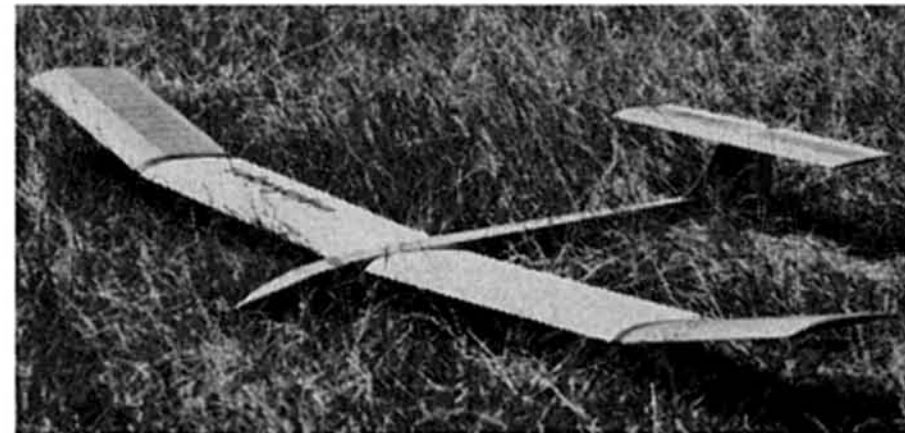
It looked as if a planned record attempt was doomed to failure. This conquest was planned four months ahead. However, the weather didn't cooperate. In fact, during the time lapse between the three weekends, there were days that these planes could have flown to an altitude over 500 feet. This is sufficient altitude to break the record. Timing gear is available, the cliff is available, personnel to do the work are available. We can plan on the wind enough in advance to give the required 24 hours notice to the AMA. It is apparent that the record can be broken. This was proven by Kelly's one flight. However, the contestant must wait for a weather front to come down the coast, pull all the necessary gear together, get people to run that gear, and make a phone call to AMA. All this must be accomplished within 24 hours if he intends to have the wind necessary to break the record.

To get exclusive use of the Torrey Pines gliderport, it is necessary to have permission from the University of California whose land we must cross, the city of San Diego upon whose land we stand while we fly, the state of California over whose beach we fly and upon which we might accidentally land (crash?), and The Associated Glider Clubs of Southern California who have the lease upon the whole gliderport. We would like to thank these organizations, the San Diego City Lifeguard Service which helped with crowd control, and the UFO Hang Glider Club which stayed away from Torrey in droves for three weekends.

For what it is worth (to others who might have sophisticated equipment for timing events), the major problem with the TV tim-

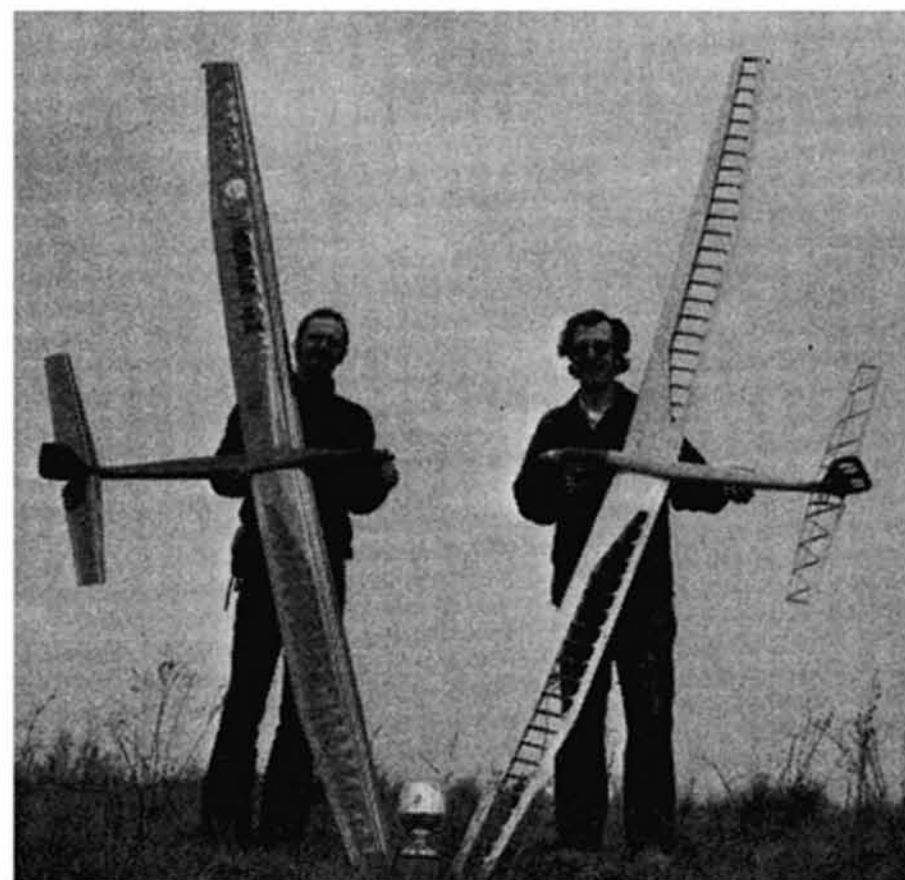
ing system was the unpredictable contrast problems between the small image of the plane and the background. This difference in contrast appearing on the screen is what triggers the time. One solution is to zoom in on the target, but this immediately reduces the overall field of vision. Irv feels that these problems can be solved. However, is this complex system really necessary? During the three weekends of trials, it was repeatedly noted that the times turned in by the hand-held button-pushing human timers were closely correlated to those turned in by the TV systems. We think three sets of humans with hand-held switches connected to electronic timers would be far superior to the sophisticated TV system, and much less expensive.

The Inglefinger: The Inglefinger was designed by Paul Lagan, the many time New Zealand Champion. This glider is a highly successful model. The Inglefinger has a 100" wingspan. Full-size plans are available for \$2.00 each and may be obtained from Paul whose address is: 8 Bermuda Drive, Christchurch 4, New Zealand.



Paul Lagan, from New Zealand, has plans for his Inglefinger available.

The New Nebula Mark II: Arni Pedersen and Dick Sarpolus were first-place winners in glider design at the '74 WRAMS with their



Nebula Mark II. The Mark II increased the span 16" over the Nebula Mark I, published in the February '74 issue of the AAM. Another difference in the Mark II is that it has a built-up wing, thus lending itself to a production kit which is expected to be released later this year.

National Soaring Society: A long time in coming and something we all knew we needed and wanted, a national organization to better serve the interests and needs of our fraternity, is nearing reality. The National Soaring Society (NSS) is the proposed name that has been submitted by the East Coast Soaring Society (ECSS) Board of Directors to its membership for ratification. Since its restructuring in 1969 from a four-club council to a membership organization, its roster has grown to 912 and is climbing steadily.

The ECSS now has less than 50 percent of its members on the East Coast. This reorganization is the result of a questionnaire completed by the membership, which indicated their desire for reorganization. At the 1973 Annual ECSS Board of Director's meeting, this survey convinced the Board to appoint a five-man proposal of new/revised constitution and by-law amendments and changes slanted toward a national organization. Following this initial effort, all the members of the Board reviewed, changed and unanimously approved the proposal for submission to membership vote.

Simultaneous with the name change, the Board of Directors will be increased in number from nine to 15. This increase will provide

the additional Regional Vice-Presidents to represent other AMA Districts as required. The proposal also recommends a dues increase effective in 1975. This is necessary in order to provide the additional funding required by the organization's journal, *Sailplane* in order to continue monthly publication. This increase will off-set the inflationary increases in publication, labor, material and postage costs.

These amendments, when ratified, will make official what we all wanted and hoped for: The ECSS will become a national organization, thus giving the United States R/C Soaring a unified front, signifying strength, and therefore commanding and receiving recognition by all as the official and effective voice of aeromodeling. From my vantage point, as past President and now Editor for *Sailplane*, I believe that by the time you read this article, the ECSS will be nothing other than a pleasant memory of many early hardships and struggles encountered to establish a strong organization. Most of all, I think, is the satisfaction that we were able to provide a firm foundation upon which the NSS could begin, I hope, its lifelong existence. Should any readers, who are not a part of ECSS, have an interest in becoming part of this soaring fraternity drop a postcard to the ECSS Secretary, Clive Sadler, 46 Oakcrest Drive, Dover, Del. 19901, for a membership application.

Soaring Internats: Since the overseas charter flight for the 74 AEROLYMPICS had to be cancelled because of insufficient reservations by deadline dates, the anticipated turnout of 60 to 70 soaring contestants will probably be cut back to approximately 35 contestants. In the meantime, plans are being finalized for the United States first International Soaring Meet.

The Soaring Internats is one of many special events to be conducted in conjunction with the World Champion meet July 1-7 at Lakehurst, N.J., Naval Air Station. The head CD of the 74 AEROLYMPICS will be Tom Rankin. Tom will be assisted by event directors who will CD each of the various other events. The Soaring Internats will be handled by the East Coast Soaring Society under the leadership of the ECSS President, George Durney. The U.S. Team will be headed by Team Manager, Don Clark.

The official competition commences on Friday, July 5, and will continue through Sunday, July 7. The events will be conducted daily from noon to 5:00 p.m. Since this is an International Meet, the current FAI Soaring Rules will be in effect. The Series A portion for Thermal Gliders, which includes Task A—Duration, Task B—Speed, and Task C—Distance will be used. Each round includes a separate flight in each of the three tasks. Currently, three rounds are planned. Competitors will also have the opportunity to choose either a motorglider or non-motorglider for competition.

FAI RC Soaring Ruling: For Thermal Soaring Tasks B and C (distance and speed), the committee for International Aero Modeling (CIAM) officers at the April 4 meeting in Paris, France, agreed that the model must be in gliding flight when it enters the course. The previous ruling did not prohibit the use of RC Motorgliders to fly the course under power.

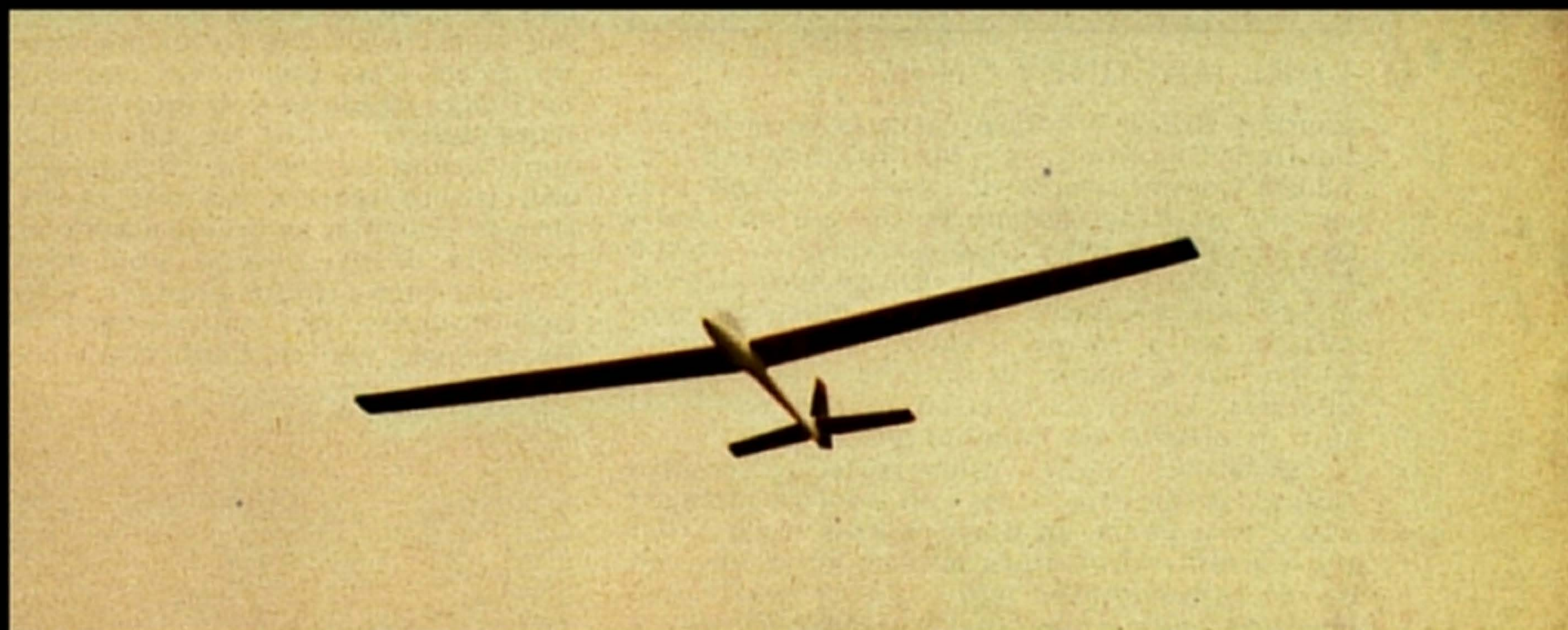
FAI Rules Proposals: Soaring pilots, the time is now (and until August 31) to send proposals which you feel will improve the FAI modeling competition or records rules to AMA HQ. All suggested revisions will be reviewed by AMA's FAI Activities Committee, plus any others that may be designated by the President. The rules deemed appropriate will then be forwarded to FAI for placement on the agenda of the CIAM Planary Meeting which will be conducted on December 5 and 6 in Paris, France, this year. Any AMA member may submit a proposal to AMA HQ. Your proposal should state the existing exact wording, proposed change (exact wording), and a brief but complete statement of why the change is needed.

Sailplanes

A Pictorial Essay

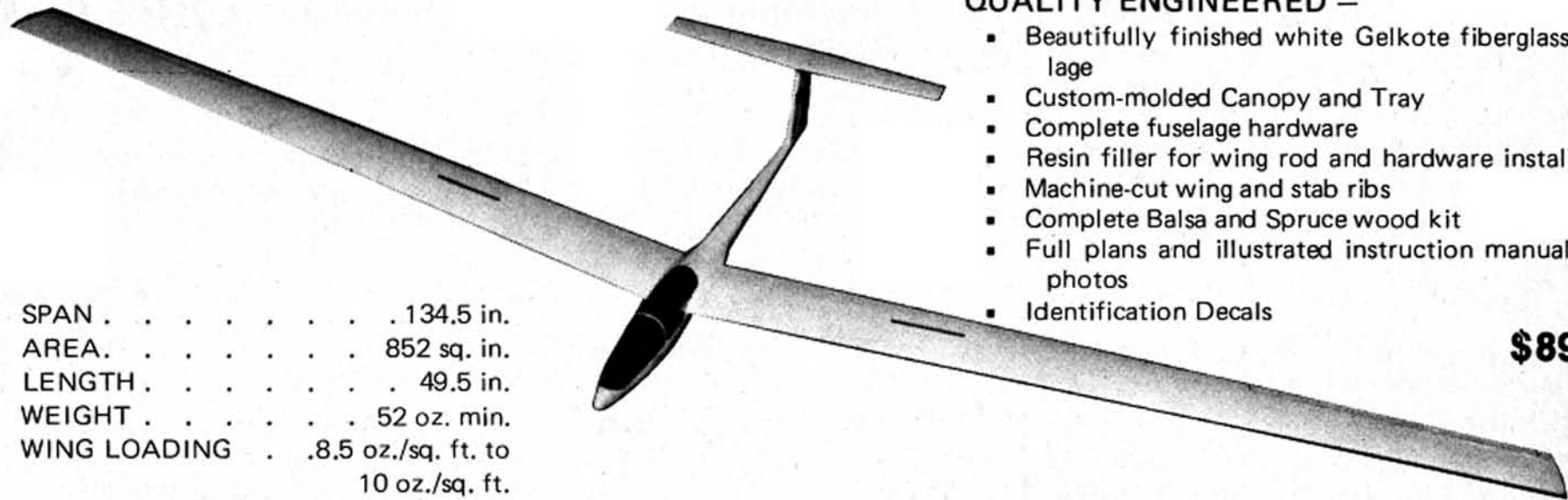
"...Startling as it is that all visible evidence of invention should have been refined out of this instrument and that there should be delivered to us an object as natural as a pebble polished by the waves, it is equally wonderful that he who uses this instrument should be able to forget that it is a machine...In the end there is a form flawless in its perfection, a sort of spontaneous whole, its parts mysteriously fused together and resembling in their unity a poem."

Antoine de Saint Exupery



Photos by Carol Simowitz

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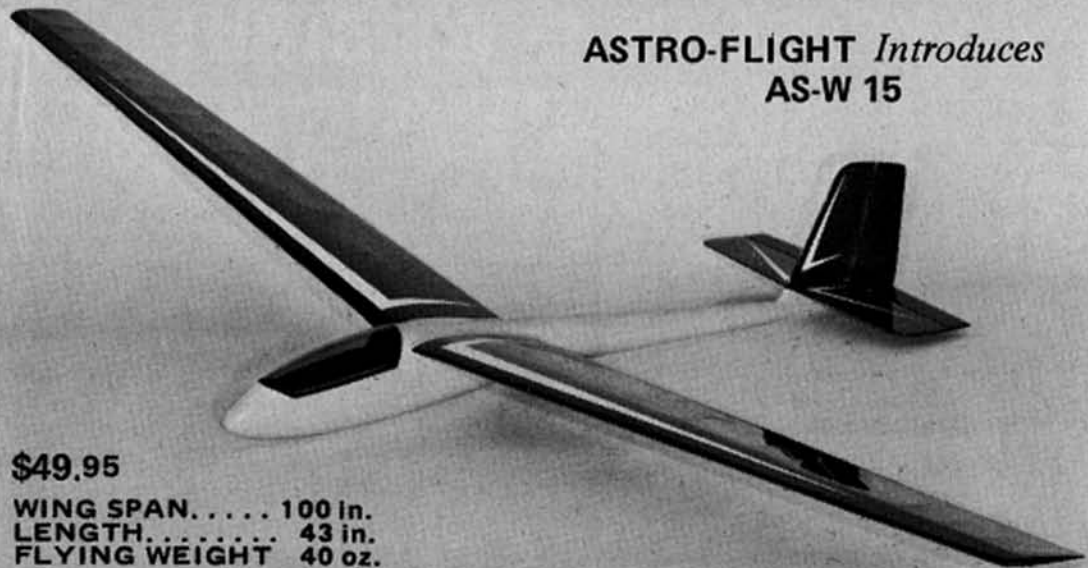
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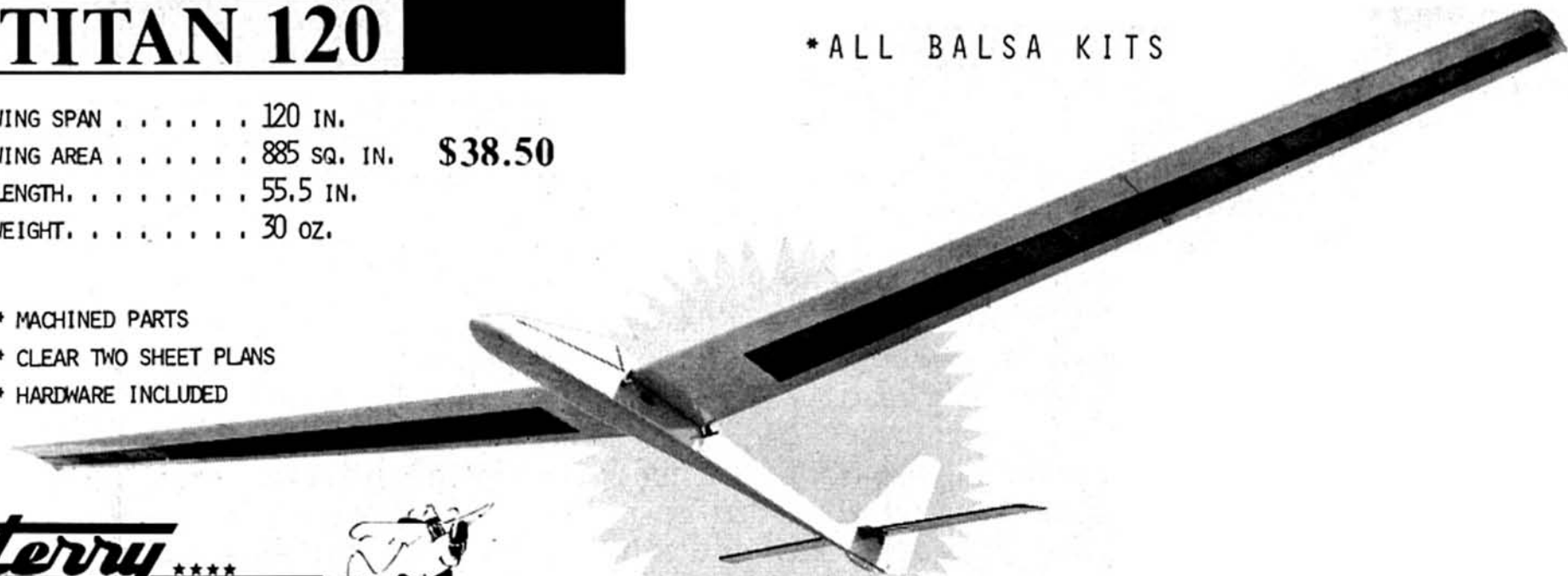
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