

# FLYING REPORT



With the trade...



FM photo: Jim Boyd

## Slope Sore

Well, our new office out here in rural New Jersey has finally seen some real flying model airplanes. Editor McGovern brought out his "Wild Blue" sailplane that was featured in last month's magazine and we tried slope soaring off of our rather steep hillside. When I say "we," I mean that Boss Carstens, *Railroad Model Craftsman* managing editor Tony Koester, ad manager Wayne Daniels and Associate Editor Boyd combined our not insubstantial masses to coerce a reluctant McGovern into risking his delicate concoction of "itty-bitty pieces" to the turbulent gale that was whipping up our hillside. What we were interpreting as "slope lift" Don was seeing as disaster. The wind was blowing almost parallel to the hill and some smaller hills upwind of us were making that rapidly flowing air something less than ideal for slope soaring. But Don gave it a valiant try. With the photographer (me) about fifty yards down the slope, Don gave it a mighty heave and dorked it just beyond me. Two more tries were not much more successful, and I'll bet that transmitter stick is still bent where Don tried to "hang it in there" in the bumpy air.

But the Boss was not to be denied. We loaded the "Wild Blue" into the station wagon and headed for the house on windy hill. Hal's new home can seem like the Mount Washington weather station compared to the surrounding countryside, but the hill drops off on all four sides, so no matter which way the wind blows, there is at least one usable slope. The southwest slope was it. The photographer was in position and Hal was grinding away with his movie camera as Don zapped the "Wild Blue" into the wild blue and shortly thereafter, into the wild brown. The rubber bands holding the wing broke and Don's supply was depleted. "Whew," he was probably thinking, "that takes care of that!" It was little Henry Carstens that came rushing to Don's defeat with a whole hand-

ful of big rubber bands from the house. "Beat it, kid... heh, heh... oh, hi Hal... ah, yah thanks for the rubber bands, Henry... mutter something (expletive deleted) under his breath..." The fragile flyer was proving itself to be quite rugged as it was again thrust into that turbulent wave. This time it soared. It hung lazily over the hillside and swooped through a couple of figure-eights before the wind got the best of it and it was suddenly uphill and downwind with a vengeance. Don was flying like he would have to take the impact himself. He knife-edged it through the only break in a row of trees and greased it smoothly into... a briar patch.

After the plane was retrieved, Hal was soon convinced that his movie camera was no defense against a threateningly swung



FM photo: Jim Boyd

Wild time with the "Wild Blue" as slope soaring is attempted above the office (right) and at Hal's home (left). McGovern's reaction to the whole affair is shown above. That's Hal with movies.

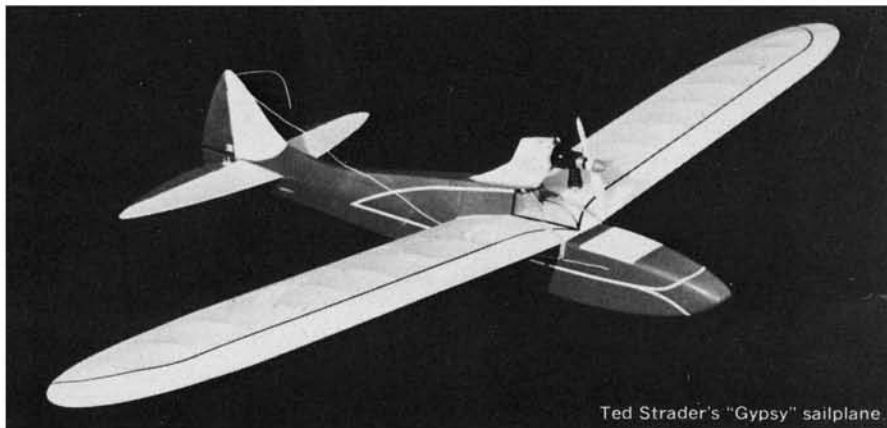
FM photo: Wayne Daniels



transmitter and a briar-scraped Irishman. The "Wild Blue" was still intact and McGovern was going to keep it that way. Hal had gotten his movies, I had gotten my photos and Don had defied those violent winds and gotten his glider back in one piece. We all had learned something Don had known all along: A Big Wind Doth Not Necessarily Slope Lift Make—J.B.

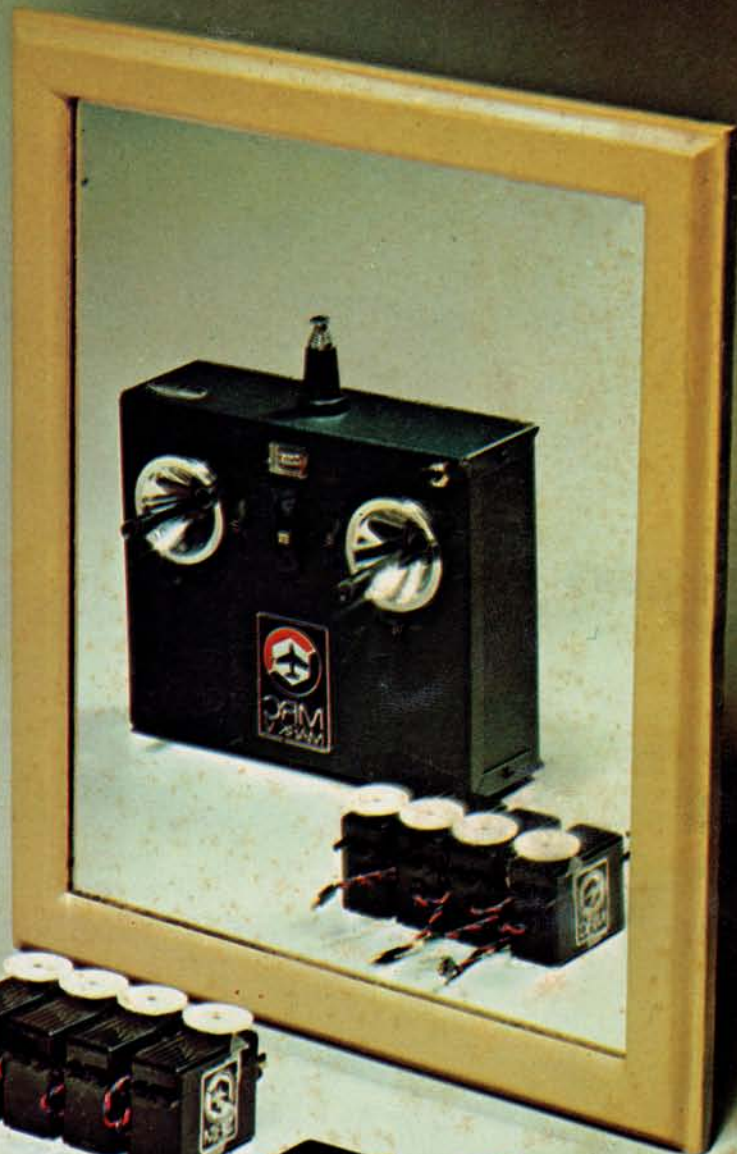
## Product Notes

**SPECIAL EDITION PLANS**, P.O. Box 2555, Schenectady, NY 12309, has reissued Ted Strader's 60-inch "Gypsy" sailplane in kit form. Designed to be flown on one or two channel R/C using an .049 engine, the "Gypsy" is a remarkably stable flyer which has been used as a trainer for beginners entering multi as well as by serious sailplane modelers. The kit features complete die cutting which results in fast construction. Additional data and pictures show the arrangement of two channels in a compact mode. Priced at \$23.95, the kit will be available through hobby shops or direct from Special Edition Plans. Look for more kits in the future from Ted Strader.



Ted Strader's "Gypsy" sailplane

# Not Just Another Pretty Face!



## MRC Mark V

One visit to your local dealer and you'll be impressed by the many fine looking, low cost sport systems. Brightly colored vinyl covers each transmitter's case; chrome glistens from the stock cones; it's all competent looking and attractive. Be careful when you make your choice.

If you don't want to end up with "just another pretty face" look inside. Is the one you're leaning toward a stripped version of some manufacturers high priced rig? Have corners been cut in parts count and quality, in power supply, design and workmanship, in connectors? Is your investment protected by guarantee for a period that is really sufficient?

There is one system that can stand up to anyone's questions, MRC's Mark V. This is competition quality at sport prices, no corner cutting. Mark V features low drain integrated circuits; high resolution, high power, low drain

3 wire servos; highly selective, double tuned front end receiver; military spec gold plated connectors; ball bearing pivoted sticks; high power transmitter provides longer range and the ability to cut through interference; quality nickel cadmium cells for both transmitter and receiver and a separate isolated charging system. It doesn't end there, all this quality and performance is guaranteed for one full year.

Your choice is clear. Don't take "just another pretty face" out to the flying field... take MRC's MK V, its beauty is more than just skin deep. Complete with 5 channels, 4 rotary servos, nickel cadmium batteries for receiver and transmitter, battery charger.

# New 3-channel LRB, \$139.95. New 4-channel LRB, \$199.95. This is EK's year.

The Little Red Brick (LRB), long a standout among lower-priced R/C units, is again out ahead of the pack.

In 1974, the popular 3-channel LRB is featuring more sophisticated engineering, with a two I/C decoder circuit and I/C servo amplifiers providing greater control accuracy and faster servo response.

And this year for the first time, there's an exciting new 4-channel LRB, with EK's famous brick receiver/servo package, I/C servo amplifiers, Ni-Cad receiver pack, transmitter voltmeter and 3-axis single- or dual-stick control.

Standard on all LRB units are EK's precision control sticks with adjustable tension.

And built into every LRB unit is EK's leadership experience in engineering quality, service and reliability.

The 3-channel LRB sells for only \$139.95, including single- or dual-stick transmitter and receiver/servo package with two servos. The 4-channel LRB is priced at \$199.95, including dual-stick transmitter, receiver/servo package, Ni-Cad battery flight

pack and three servos. (Single-stick transmitter is \$20 additional.) Both systems use a 9V dry cell battery in the transmitter. Extra servos are \$39.95 each.

With the 1974 LRB, EK-logictrol is putting improved control, power and flexibility into the hands of the R/C flyer, as well as providing a low-cost way of starting in R/C.

It's EK's year. And it could be yours, too.

Take the controlled approach to R/C flying.

## EK-logictrol

The controlled approach



For our full-line brochure, write: EK-logictrol, 3233 W. Euless Blvd., Hurst, Texas 76053. Distributors, jobbers and dealers: contact us for our new plan.