

Lightly Loaded



Photos by the Author

Don Clark prepares to catch Fred Collins' Elfe which is drifting in too close to the frigid bodies. Ground air was turbulent, but Fred managed to correct the attitude of the ship and come down safely.

Lightly Loaded gets slightly frozen at the Cumberland Record Trials. If you didn't dress warmly, you turned blue. Frost-bitten skin is white.

by Gene Fuller

We had two extremes of weather at Cumberland, Maryland. Saturday was mild with the wind blowing from the South, later switching to the East. Both directions were wrong, but there was still lift to be found at the site. Wind blowing up into the valley below had to get out someplace and it flowed right up the mountain, providing weak lift. Thermal lift was also coming across the site. Sunday was bitter cold, and the near gale force wind made it feel even colder.

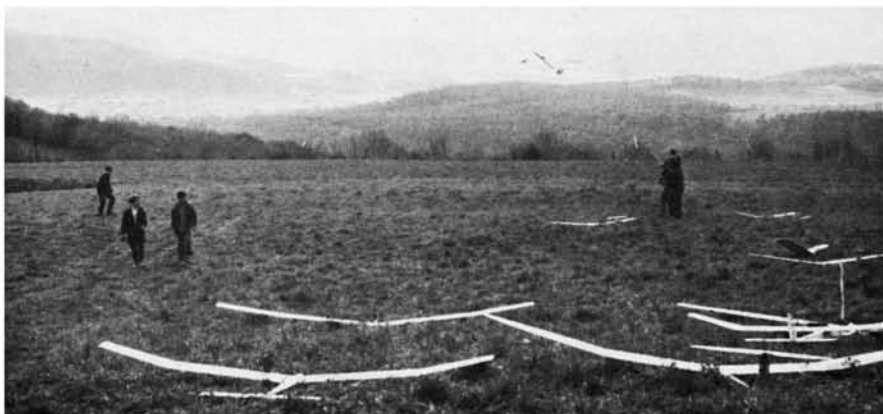
Otto Heitaker got the longest flight Saturday, up for about an hour. Many other long flights were made but the lift was not constant and uniform and it was easy to find yourself in down air. Jay Stargel was there again, flying the *Cirrus I* sold him at last year's WRAM show, only at that time the ship was in a perfectly wrecked condition. There were 2 to 3 times as many persons at the meet as there were last year. I brought three ships on three different frequencies and still found a bit of crowding, due mainly to the long flights pilots were making. Perhaps next year, pilots should be limited to half hour flights, unless they have a definite purpose for going longer.

A buffet dinner was held at a local restaurant on Saturday night, and this is one of the highlights of the meet. The food was delicious and after the dinner, everyone stood up and introduced himself, giving his occupation and where he had traveled from. Many of the Illinois pilots were on hand, such as Dave Burt, who was CD at the Glider Nats; Dan Pruss, the Nyrod man; and Neil Liptak, who is a *professional student*. Neil Liptak had hand-towed gliders at the World Championships and for this feat a special trophy was awarded to him. Seems he had worn those fancy, red-white-and-blue stars and striped sneakers, so the trophy was adorned with a baby's sneaker at the top, appropriately



Dave Burt prepares to launch Dan Pruss' Ka6E as soon as he gets signal from Neil Liptak who will hand tow the ship. Neat Feet did the deed.

The author flew a new J.P. Models' Dart. Ship hardly penetrated the high winds at the meet. Ship handles well and is very maneuverable.





colored, with the inscription *Super Neat Feet* engraved on its base. The trophy was presented by Carl Maroney for Otto Heitker's wife, who made it.

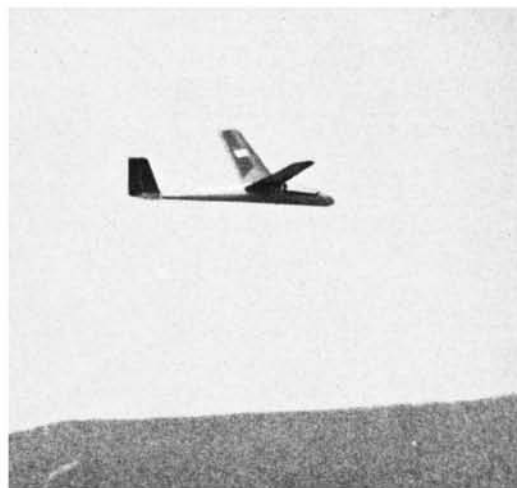
After the dinner, movies were shown of last year's Cumberland meet, and films shot from a model airplane in flight. Fred Collins from Pittsburgh, Pa. had movies of Jim Walker showing his radio controlled lawn mower chasing his dog around the lawn. This whole film was hilarious. It was made back in the early 1950's when transmitters were placed on the ground and used monstrous dipole antennas.

Sunday, a *big* wind blowing and the thermometer said 34° at the motel. It felt like 20° below zero, as the wind stung your face. Soon after we arrived at the top of the mountain, I decided to fly my new *Dart*, which is an ideal slope ship. Most ships could barely penetrate the blast of wind cutting across the ridge which was now blowing from the Northwest, an ideal direction. Twice I got blown back into the *funnel*, a gap in the ridge. The wind whips the ship around and takes it back into the gap in very turbulent air, but the first time I recovered and landed the ship without mishap. The second time I got slammed into the ground nose-first and the ship had its nose and tail broken off at the glue joints. This was easily repaired later, when all was taken home. Paul Byrum's *Easy Rider* and Dave Burt's *Red Lead Sled* were among a few that got in good flights on Sunday. Dan Pruss brought out his J&R *KA6E* and put in a one hour plus flight with his Level II in the LSF. This ship was really at home this day. It needs lots of wind, which it had, and Dan had it up extremely high for most of the flight. The ship was still going up with down trim and the spoilers extended. Neil Liptak hand towed the 11 pound monster up for a new title, *Super Duper Neat Feet*. We guess that Neil's the only guy who's ever successfully hand-towed a *KA6*.

Carl Lorber busted up his *Gaggler* when he got caught in the turbulence. The ship turned around, found itself without any airspeed, and plunged into the side of the slope. This 5 lb. version of the *Gaggler* made a fine slope ship, even with the Eppler 385 airfoil.

It was a great fun weekend getting together for this informal sailplane meet. Cumberland is the best one of all in my book, and it seems that no amount of freezing cold wind can dampen these pilots' spirits.

These *Soarus Frigidae* were a common sight on the mountain. Known to inhabit areas of freezing slope lift, these creatures dart about, jumping up and down and make sounds like "whatwedoin-eeer." Large paws on the small one could be an indication that he will grow to be a large size.



Saturday was hazy at times, especially early in the morning. Another ship goes up to find lift, only to come down and land among its brothers.

Dan Pruss' *Ka6E* on the way up with Neil Liptak on the other end of the towline. Hand towing a *Ka6E* is not easy, requires strong wind, especially in the pilot. Dan's Mountain is off in distance.

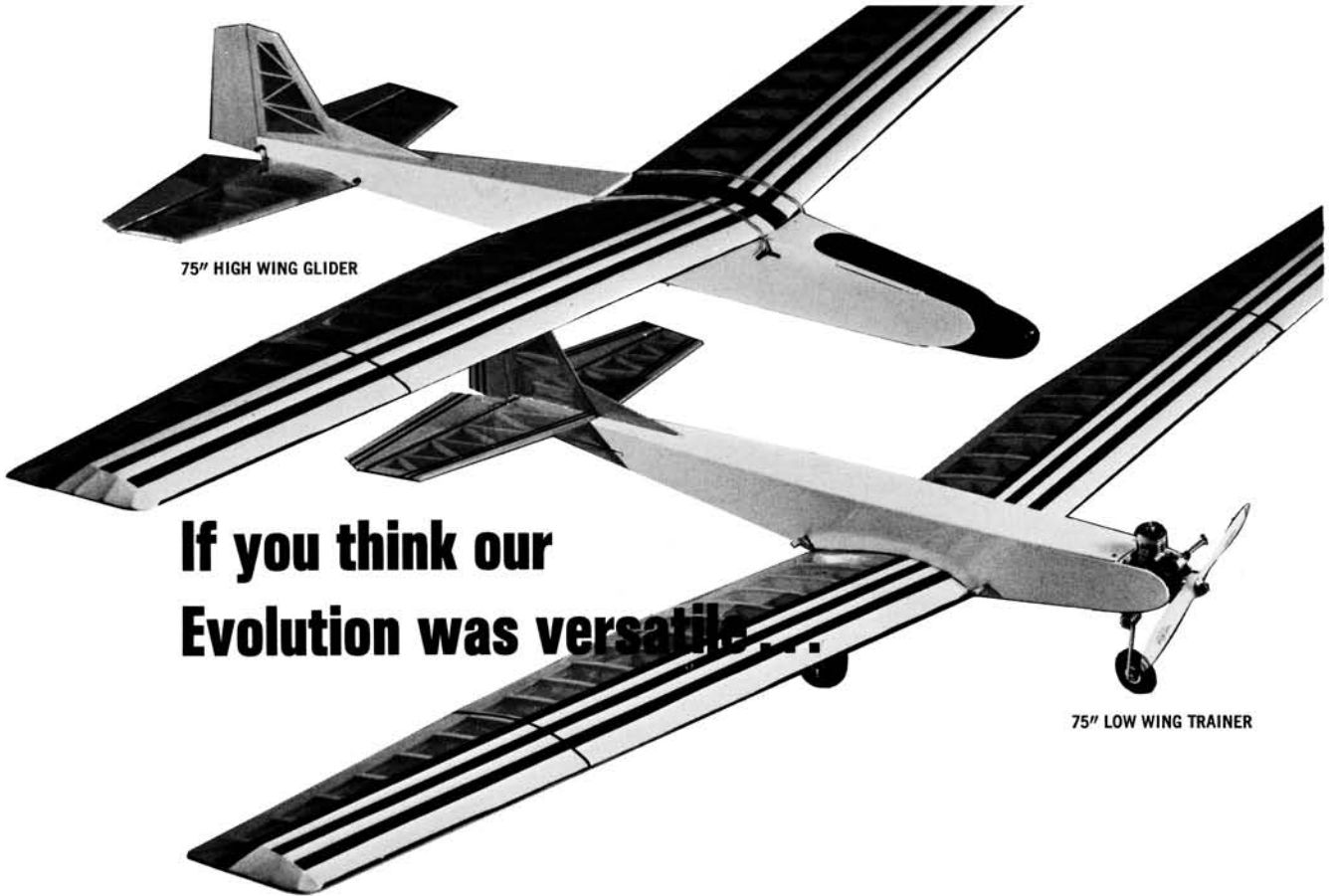


Neil Liptak launches Lloyd Carter's *Gryphon*. The wind was even a bit much for this ship to handle. Ships needed high wing loadings to penetrate.





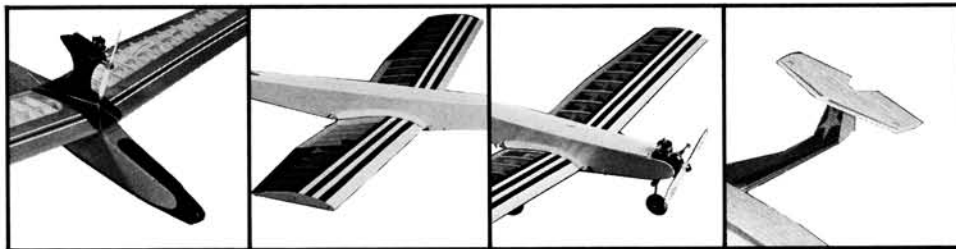
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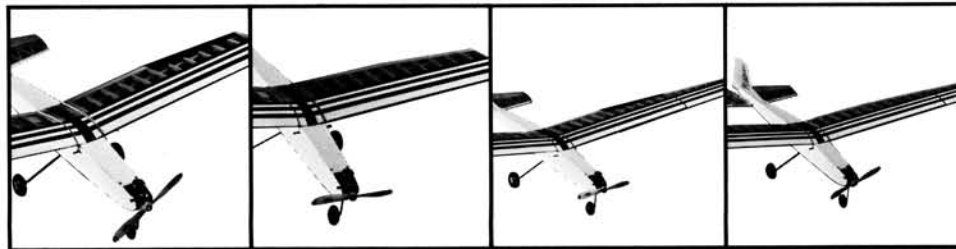


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