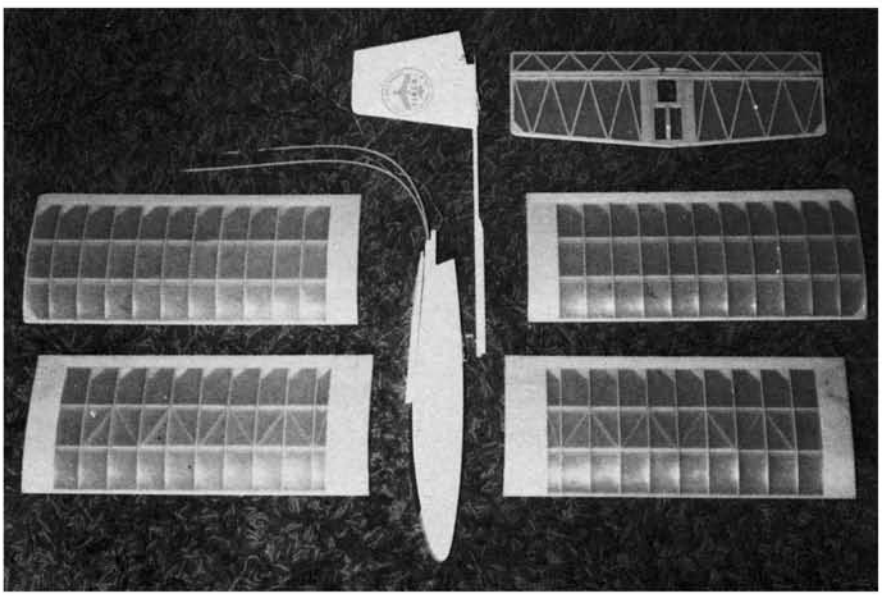
PHOTOGRAPHY: THE AUTHOR

The Jasco "Scout G-72"

by Nick Ziroli

Hiking into the hills? This fine-flying bird fits in a box compact enough for backpacking. Including the transmitter!

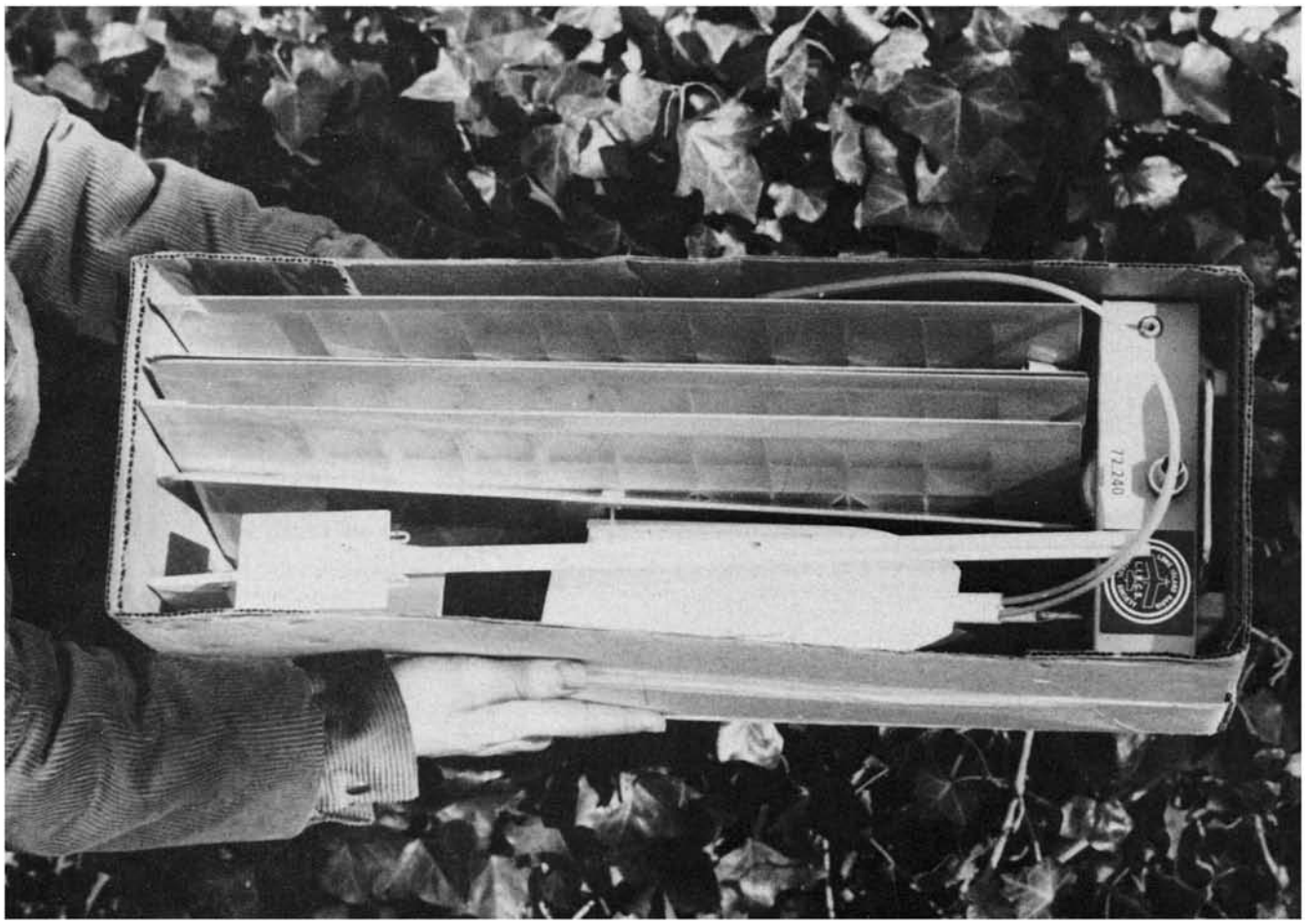


The winters here in the northeast seem to be getting longer and longer with each passing year. They tell me it's old age. I don't know about that but I do know that the flying season seems to be getting shorter.

To fill these long winter voids when the local flying field is unusable for the most part we have taken to slope soaring. This offers a great change of pace and some advantages for winter flying. It does away with balky engines and messy clean up that is difficult in cold weather flying.

Slope soaring is as inexpensive a way to fly radio control as you can find, no fuel, props, plugs, etc. are required. All that is necessary is a suitable slope and a brisk wind out of the right direction. Fortunately we have a few local sites that are adequate.

One important requirement for winter flying is to dress to suit the weather. Take into account the chill factor present while on the slope. A 10 to 20 m.p.h. wind can make 35 degrees seem like the north pole.



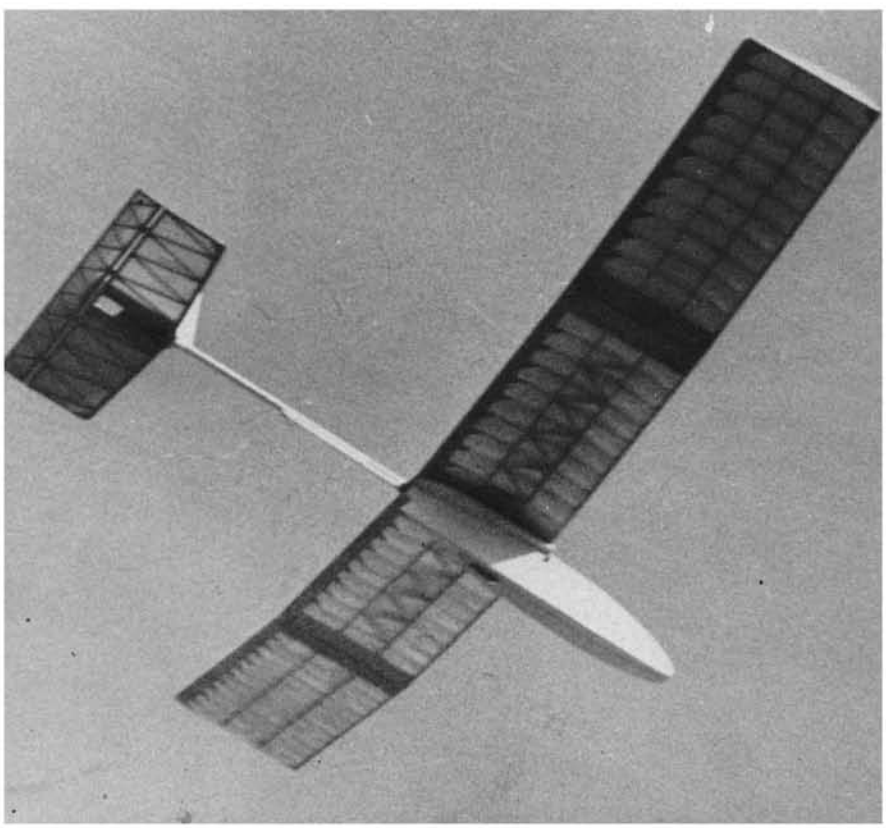
Roads don't hardly ever go to those lonely wind-swept summits, but all you need to back-pack is this one sturdy package. Includes the transmitter too. **Beneath:** Slip things together and soar across the valley. Vacations take on new meaning in the mountain country. **Facing page:** Betty will do anything to avoid the dishes, even this. Nick's daughter gets frozen solid on a windswept winter ridge. Scout and World Engine's Expert system.

We have built and flown a number of gliders recently and have had a lot of fun with them. One of the more interesting is the Jasco "Scout G-72". This was designed and is produced by Frank Zaic. Frank has been in modeling for a long time and is responsible for many fine airplanes and his "Model Aeronautic Encyclopedia" book series.

What makes the "Scout" unique is that it is designed for traveling. It is a 72″ span, 560 sq. inch glider that can be disassembled and packed along with a transmitter and even a small high start and power-pod into the modified kit box it comes in. The complete package is 21″ long, 7″ wide and 8″ high. The basic components are four wing panels, plywood pod, fiberglass boom, and a balsa frame stabilizer.

The fuselage is a pod and boom type. The pod is built of 1/16″ plywood and is extremely strong as is the double fiberglass tube boom. Fiberglass tubes are in the pod and the tail boom plugs into them making a rugged assembly that is easy to disassemble. A plastic pushrod runs through each tube from the servo to the control surface. To disassemble the boom the pushrod connectors must be removed from the control horns to allow the boom to slide over the pushrods.

There is not a lot of room in the pod for radio equipment. It is set up for a two channel brick. Some former relocating may be



necessary for larger systems, so plan the installation before hand. We used a World Engines "Expert" system. The S-11 servos and receiver fit in the pod, but the large battery pack would not. A short square pack was used.

It is advised that before starting construction the plans and instructions be studied. They are very good and complete but do require some interpeting to fully understand.

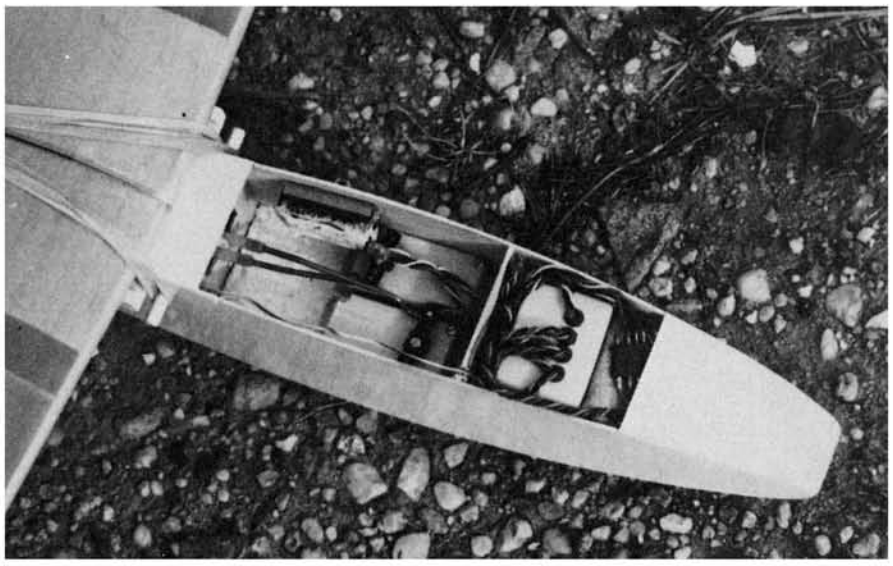
Materials were all of very good quality with good die cutting. We found the spruce used for the wing spars and leading edges was especially fine.

The wing is built in four 18" sections that plug together with 5/32" diameter wire rods. If portability is not important the wing could be made in one piece or separating only at the center. This would also save a little weight. The stabilizer and elevator is built up of 3/16" balsa with 1/8" sheet balsa used for the fin and rudder.

Construction is not difficult and even the relatively inexperienced builder should not have any problem due to the many detailed sketches on the plan.

Our model was covered with transparent yellow MonoKote on the wing and stabilizer. The fuselage and rudder was painted white, with a flat black radio hatch to simulate a cockpit.

The only change I made was to substitute balsa diagonal bracing in wing inner panels in place of the spruce that should be used. Spruce seemed a bit more than necessary at that point. The rudder looked rather small to my eye for adequate control for slope soaring, but it proved to be sufficient for the job.



Lots of space there is not. Everything fits, but with claustrophobia as is the case with most R/C gliders. Excess bulk contributes nothing toward performance, so squeeze it in. A good performer.

Our finished model weighs 30 ounces, with a wing loading of just under 8 ounces per square foot and I found performance to be very good. Control response is positive and very smooth. At this time it has only been flown on the slope. I am looking forward to getting it in the air off the high start as soon as time and weather get coordinated. An adjustable tow hook is included along with drawings, but no materials for a power pod are provided.

The "Scout" is a fine flying glider with the advantage of breaking down into a very small package that can be easily transported, like a mountain hiker's backpack.

Jasco has a number of gliders and wing kits available. Among them is the "Metric G-80", a 78" span version of the "Scout" without the breakdown capability but, to me, more appealing lines.

The "Scout" is priced at $20.00 and is available at hobby shops or directly from Frank Zaic (add $1.50 shipping charges), Box 135, Northridge, Cal. 91324.

Nick Jr. displays the assembled Scout G-72, and the carton it fits into. **Right:** Soaring along the slope. A sea breeze striking the 80 foot rise. **Below:** Girls are always willing to throw your airplane off a high cliff.