

From the Publisher

We've Come A Long Way!

Not many may know that *Model Aviation*, as the Academy of Model Aeronautics official publication, was started way back in 1936 (almost 40 years ago!) and has been going in one form or another ever since. For a long while its distribution was limited to AMA Leaders and subscribers, but in 1954 circulation was increased to include all members as a benefit of dues payment.

The next milestone was the incorporation of *Model Aviation* as a distinct section of *American Aircraft Modeler* in 1966, thereby providing members not only with AMA news but also with interesting modeling features of all types. This arrangement continued until this past February when word came of the *AAM* publisher's bankruptcy. During this era the number of AMA members increased from about 16,000 to more than 52,000!

Here We Are Today. Wisely, we think, AMA officers saw most members preferring to receive a magazine with well-rounded features at reasonable cost instead of a small newsletter—and authorized the revival of *Model Aviation* with the number of pages (80) that cost studies indicated could be paid for within the existing funds already allocated to *AMA* publications. And while this first issue did not have the benefit of a continuing operation—there was barely more than two months from the word “go” to getting this issue to the printer—in this short time span we have enlisted the aid of very capable contributing editors and sought out top designers for construction articles. Of course we expect to fine-tune contents in the months to come, continually with readers in mind. Your comments are welcomed (as are submitted articles—construction and other top grade features—which within 30 days of receipt will either be accepted and paid for or sent back).

Reproduced cover is from June 1966, the last issue printed as a separate entity until *MA*'s revival, this issue, nine years later.



Thanks, Advertisers! We are especially appreciative of the firms that have advertised in this inaugural issue. The revenue thus generated assures publication within budgeted costs and without touching any but the publications portion of AMA dues money. We'd also like to encourage others to advertise so that *Model Aviation* can be made bigger and better for you, the reader. Unlike other magazines in the field, none of the *MA* income goes to any owner or stockholder—it all goes to AMA members in the form of improvements and/or cost reduction. So, since the advertisers are benefitting AMA members as well as themselves, we would like members to acknowledge and thank them for their presence in *MA* whenever the opportunity presents itself.

Help for Columnists. *MA* has a fine array of contributing editors who will be reporting on happenings, ideas, news, hints/kinks and other items of interest in their respective categories. These are knowledgeable people who know their fields well, but they'll soon run “dry” if readers fail to replenish their store of ideas. Addresses are in the columns. Wanted are interesting photos, ideas, sketches, news, hints, etc. For each photo or idea printed, *Model Aviation* will pay \$5.00 to the contributor.

Substitution of *MA* for *AAM*. Many members signed up to receive *American Aircraft Modeler* with 1975 AMA membership, but owing to the publisher's bankruptcy, only one issue was printed in 1975 (the March issue). Even though *Model Aviation* was started to fill *AAM*'s place, some members (depending on joining date) will have missed up to three magazines, but they will receive credit of 58 cents toward 1976 AMA dues for each issue so missed.

It is possible that some members will not approve of substituting *Model Aviation* for *AAM*. While we hope that all members will be understanding and tolerant concerning the circumstances, anyone who is opposed to the substitution may obtain a refund on a prorated basis upon individual request in writing.

The Last Word. Those of us on the *Model Aviation* staff fully realize that printing a magazine of this nature each month is a big undertaking, but especially with the many words of encouragement already received, we know that we are up to the task. And we are most appreciative of those kind words and for those likely to be received after this inaugural issue is in the hands of AMA members.

Carl Wheeley

What Issue Is This? The cover says July, but this issue of the magazine was mailed to AMA members in May. Confused? Well, it's just part of the magazine game when sales are made outside of the basic mailing group—in order to provide extra lead time for distribution to outside sources.

Since *Model Aviation* is to be sold at hobby shops and to non-member subscribers, it's necessary to build in the advance date situation. Particularly with circulation companies is this necessary—they go by cover dates in their delivery and recall schedules.

This arrangement is nothing unusual, since all the model magazines on the market are dated the same way. In fact, *American Aircraft Modeler*, which AMA members used to receive, was dated the same way. Thus the March 1975 issue of *AAM* was the first one for the year—mailed in January.

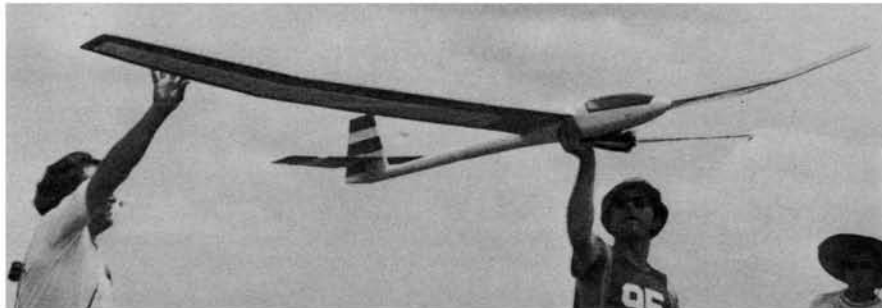
Since this first issue of *Model Aviation* for 1975 is dated July, the last issue to be received in connection with 1975 AMA membership will be the February 1976 issue, mailed in December 1975. In the meantime you can expect a little more than a month between this July issue and the next one dated August. This will be to readjust our printing/mailling schedule to more normal dates—we didn't want to delay getting this initial 1975 issue of *Model Aviation* any more than necessary, so we rushed it into print on a crash basis. But after the August issue you can expect regular monthly appearance.

Hopefully by now you're not confused any more. On the other hand maybe it's more confusing than ever, since the Post Office may play tricks with delivery so as to upset all planning. Whatever happens, *Model Aviation* is born again and in your hands. We hope you're happy with it.

Radio Control Soaring

Dan Pruss

Below: Rick Lenderman releases his Astro Jeff sailplane for Second Place at the AerOlympics. Timer gets set to click a stop watch. Bottom: Mark Smith, third in Thermal Soaring at AerOlympics prepares to release his Standard Class Windfree into a freshening breeze.



WHEN THE National Soaring Society (NSS) made the decision to limit the Standard Class to wingspan only, the Board of Directors realized that some controversy was bound to follow. That the hue and cry would be of Bacchanalian proportions was not expected, however. Just a year earlier, the East Coast Soaring Society—forerunner to the NSS—established the Standard Class as a sailplane limited to two functions and a wing spread of 100 inches or less. The criticism for this decision came fast, but it came from a different group of competitors. Any praise for the decision at that time just did not exist. Truly, many on the ECSS Board of Directors at that time felt the decision was wrong. But, the die was cast—for the year 1974 anyway.

For those of you just getting into our sport and to refresh the memory of others, some background into the Standard Class concept is presented:

In 1970 the first RC Soaring Nationals was held. The early interest in RC Sailplanes was already growing at a rapid pace, and to establish rules and categories for a National contest left the planners with several unanswered questions. What would be the age spectrum of the competitors? What experience levels? And, should different categories be assumed and established? Remember, the soaring rules concerning tasks that were available then

were only FAI Provisional and the only task was one of ten-minute duration.

Very few domestic kits were available then, and the market was dominated by the foreign manufacturers. If one studies the catalogs of that year, a marked price increase occurred at about the 100" wingspan sized sailplane regardless of source. The wing area then was most consistently proportional to span, and as a compromise, two classes of competition were announced: Standard Class—total area of horizontal stab and wing of 750 square inches or less; and *Open Class—over 750 square inches (total wing and horizontal stab).

The planners then felt that combining wing and stab areas took them "off the hook" just in case someone showed up with a flying wing—swept or not, or any other design not necessarily following the aerodynamic profiles of a hawk. The contest was a mild success, and no criticism of the then two class concept was experienced by those hosting the contest.

By 1971 and another RC Soaring Nationals, the two class concept evolved into two categories as follows: Open Class—any size wingspan; and Standard Class—a wingspan of 100" or less.

All rules were still unofficial and the above two categories were accepted. Note that no further restrictions were imposed on either category.

The overall winner of the contest—in a fly-off—was Mark Smith with a Standard Class sailplane (two functions).

For the following three RC Soaring Nationals, the competition tasks varied as did age classification. However, the two-class concept remained unchanged, and the most significant fact is that, in spite of no restrictions except for wingspan on the Standard Class, nearly all Standard Class competitors flew two-function—rudder/elevator-only sailplanes. In the 1973 Nationals, three out of the top five in the overall standings were contestants in Standard Class! In 1974, the second place winner was Dave Shadel flying a Standard Class—two function ship—and missing first place by a mere 30 flight points! Otto Heithecker was first by a margin of slightly more than one percentage point. He flew a ship that bore rudder, elevator, spoiler, and flap functions. A thermal sniffer was also used.

During these same five years, contests of all sizes were held. In some cases, no distinction in classes was made, and in many cases, the Standard Class ship won out. It should be pointed out that in the majority of contests where the two-class concept is recognized—a ratio of two to one—Open Class versus Standard Class exists. In 1973 at the ECSS Board of Directors meeting—as mentioned earlier—the decision to restrict the Standard Class to two functions was made. Reasons to support this decision included giving the neophyte a chance to compete and to establish a simple class. Not realizing, of course, that it could also create a class in which the already expert could excel.

Chastising for the decision was immediate! The cry of stifling progress was heard along with accusations of catering to manufacturers. After all, years had passed with no restrictions on the smaller class. Competition grew and contests got larger. Integrating the two classes didn't ever prove that one class was better and surely experience alone didn't always win one a laurel.

For example, in 1973 Jeff Melik—then 12 years old—beat out 124 other competitors. Most of these "old men" had spent more time during their competition days picking their planes out of the landing zone than Jeff had spent in the air. Practice—he

did—for two months prior to the Nationals, methodically—yet with different planes and launching devices. The result, besides best overall, was a 5th, 6th, and 3rd in the two-minute precision, 15-minute accumulative and 10-minute duration tasks respectively.

Last November, when the NSS made its decision to lift the restrictions from the Standard Class, the wrath of the critics was again felt. Destroying the beginners class (did it exist?); catering to manufacturers (again?) are only two of the bits of criticism that have been hurled since.

Where do we go from here?

First, the decision by the NSS for Standard Class should stand until the next Board of Directors meeting. In the meantime, proposals should be channeled through the NSS rules committee (see the "Sailplane," the voice of the NSS, for details). The two-class concept—whatever the restrictions—has, so far, been treated as an option with regards to competition.

After a pulse is usually taken by various contest hosts, a decision is made whether to conduct a two-class contest. In many cases, the contests—and many times large contests—are a one-class affair. Those with Standard Class sailplanes compete and more often than not become "giant killers." Treating the Standard Class as an

option has been healthy for the sport. The option has not only provided for more manageable contests but has prevented smaller contests from becoming diluted.

Secondly, if there are two factions so strongly opposed within the Standard Class, the natural move would be to the establishing of a third class. However, it would be safe to say that if a contest were to have only one class it would combine all three classes and the chance of a contest being restricted to only the "two" Standard Classes would be slim. Dilution of competition could become common if class competition became mandatory, and it could even discourage the promoting of contests.

Third, the two-class concept could have the wingspan restriction lifted in both cases and have one class revert to the rudder/elevator only concept—just a thought.

Fourth, the two-meter size—which is getting quite popular, low cost, quick to build and easy to fly—will have to be considered and will eventually expect further status.

Fifth—and before you solicit the services of a lynch mob—just ponder over the idea of whether a one-class concept wouldn't have its merits. Remember, the U.S.A. is the only country now that breaks

down thermal soaring into size classes. Yet, in international competition, in 1971 and 1974, both contests were won by foreign competitors flying sailplanes with two functions only. Not to mislead the reader, these planes were of the unlimited category by our standards but only slightly larger than the 100-inch span—but rudder/elevator only.

RC Soaring has many things in its favor. Included is the fact that no age group, experience level, or sex (remember the 1972 LSF tournament and the winner—Barbara Henon?)—a woman also won the South African Nationals in December of 1974. Sorry about that guys. And for that matter no particular sailplane dominates the contest scene. These factors have been most healthy for our sport. Couple this with the task flexibility we have and we can expect the competitive aspect of this sport to just get more and more exciting. There will always be controversy over rules, no matter how often they're modified. It is somewhat ironic, though, that while the class rules were provisional, they were quite acceptable, but since the attempt to make them official has been made, all sorts of faults have surfaced.

Ideas and photos are needed for this column. Send to Dan Pruss, Rt. 2 Box 490, Plainfield, Ill. 60544.

COMPETITION NEWSLETTER

ACADEMY OF MODEL AERONAUTICS

806 FIFTEENTH STREET, N.W.

WASHINGTON, D.C. 20005



On the Horizon

There is a strong likelihood that there will be a first-time RC Thermal Soaring World Championships in South Africa in early 1977; it is expected that the National Soaring Society will assist in developing a program for selecting U.S. team members. These pages will keep you posted on any developments. Control Line Combat and FAI-class RC Pylon Racing are possibilities for World Championship competitions in the future, though none are scheduled at present. Concerning Combat, the Miniature Aircraft Combat Association (MACA) already is looking at program possibilities and may operate a test program in 1975.

CHANGES IN CN?

Yes, the "Competition Newsletter" section of the magazine will differ (on average) from the CN which was printed separately earlier. But those who know of CN's previous content will (or should) realize that the total new format of the revived Model Aviation will, altogether, include all the old favorites from the past--plus much more. For instance the major meets--Nationals, Team Finals, World Championships--will be in other parts of the magazine and treated in grander style than CN was able to do. And CN won't have many hints/kinks on building/flying because the magazine's regular columnists do that very needed job well.

"Competition Newsletter's" "bag," now that it is incorporated in the magazine, will be to concentrate on AMA Contest Board and FAI rules happenings, the contest calendar, World Championships team program information, and other items that are strongly related to competition as opposed to general interest. And this section (and the "Monthly Mailing" section) is prepared at the very last minute as compared to the rest of the magazine--so that it always will be very timely. But some months, such as this one, activity within CN's "bag" may be largely that of the contest calendar (six pages this month because of the approaching heavy contest season). CN's content and size may thus change from month-to-month based upon what actually is happening.

The Engine Retracts Inside!

R/C POWERED SOARING?



Powered Radio Soarer

\$34⁹⁵

Kit # RCG-3

Jetco
MODELS

Henry Struck's

"EASTWIND"

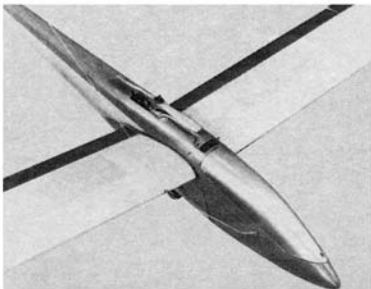
Wingspan: 75-3/4"; Length: 44"; Area: 435 Sq. in.; Aspect Ratio: 13; Airfoil: NACA 6412 Mod. flat bottom; Weight: 35 oz. on towline; 42 oz. with .10 Engine

Concept: The "Eastwind" R/C Powered Soarer features a .049 to .09 retractable engine installation which folds into fuselage at altitude for reduced glide drag, removable for towline launching. Heavier loading permits flight in higher wind when lighter ships can't penetrate return from downwind thermals. *Controls:* 2 or 3 channels; Rudder, Elevator, Inboard Ailerons or Flaps. *Features:* Shaped leading/trailing edges; die-cut sheeting; formed canopy. Spring steel wing pins allow panel flexing under load, ease of transportation. *Construction:* Torsion-box type leading edge, block balsa protecting radio, towhook area.

If no dealer is near you, direct orders may be forwarded. Add 10% additional for handling and shipping costs, 60¢ minimum within U.S.A., \$1.25 minimum outside the U.S.A.

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Model Aviation



O.S. 5 CH. COUGAR

Pictured above is an OS Cougar 5 channel R/C system. This system is shown with a transmitter and four servos. Not shown are the receiver, the battery charger and the wiring harness. These are included in the set so we must apologize for the license our photographer permitted himself in dispatching our photograph.

OS has been producing R/C systems since the days of the vacuum tubed radios with the two position escapement back in 1953. This makes the Ogawa firm the oldest surviving radio control equipment manufacturer on the planet of any consequence.

This system will only be produced on 72mc for the U.S. market. The electronics in this system are generated by very close cooperation between OS and World Engines. The electronics is very compatible with the electronic in the transmitter, receiver/decoder, and servo amplifiers in World Engines radio control systems.

The servo amplifiers use the same Signetics integrated circuit as used in World Engines servos.

The mechanical workmanship in this system is delightful. The servos have very tight gearing. The servos are fitted with a plastic pot which employs a complete potentiometer assembly as it comes from the manufacturer. The transmitter employs metal bales which are hand stoned for an exacting stick fit. The transmitter trim levers have an excellent feel. The transmitter is equipped with a novel and very serviceable stand which pops out by actuating a trigger and snaps back flush with a flick of the finger.

This system is complete with a one year guarantee by World Engines and is serviced by World Engines in the United States. World Engines is manufacturing R/C systems in the United States - Expert and Las Vegas R/C Systems. We also represent Sanwa in the United States as well as OS. Look to World Engines for leadership and service in the R/C field.

Price of the above 5 channel system complete with 4 servos - \$329.95.

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