

# Radio Control

## Soaring

Dan Pruss

PHOTOS this month are of a few planes you aren't likely to see at the local schoolyard. Wolfgang Schluter, LSF Coordinator for Germany, is pictured with his original design "Inkognito." If your first impression was that the picture should have been a part of this month's RC Sport Aerobatics column you weren't too far off. The model is only one of several that a group within Schluter's club fly as aerobatic sailplanes. The maneuvers are right out of the FAI rule book for their powered cousins and in the looks and performance department the planes compare closely to the powered counterparts.

This scribe recently witnessed these birds perform when this group from Hannover, Germany was holding a club contest. The task: to fly the complete FAI stunt pattern within seven launches. The flier would announce his maneuvers prior to launch and then execute these same stunts "on the way down." Landings then figured into the scoring also.

The first set I watched was done by Schluter as he came off of an excellent tow of about 250 meters. This was followed immediately by a spin. Recovery was made and a dive followed to pick up airspeed. This was necessary for the next maneuver—a vertical eight! Speed was again increased to provide the necessary "knots" for a series of aileron rolls. This time, after the speed decreased, the nearly eight-pound bird was rolled on its back and split "S"ed to a landing. The flight took about the same amount of time it took you to read this. It was also as impressive as any powered performance could be!

Whether there is a future for such tasks in RC sailplanes is difficult to say. Truly, the gents from Hannover have proven the maneuvers can be done. The planes aren't designed to ride out a thermal as much as they are for aerobatics. And since the maneuvers are accomplished "on the way down," the seven rounds are a necessary requirement and not a factor to be taken lightly when scheduling contests.

By the way, this same group was using a winch for only the second time and they were so impressed with its operation, they left the high-starts in their cars. The winch was designed around an Opel auto starter motor and, because of the starter's short shaft, a narrow drum was used for the line. Towline was of monofilament.

The other pictures are more local. Jack Hiner scratch built a Schweizer TG-3A last year and fellow club member Mark

Weber had to build one too. It's of the stand-off scale school and is one-sixth scale. Weight is 3½ pounds and wing construction is basically D-tube. Fuselage is built-up and finish is silver Monokote.

Hiner's efforts further inspired him to scratch build another World War II Schweizer design—the TG-2. Not to argue with success, Jack "borrowed" the construction merits of the Aquila X-L and designed a 126-inch TG-2 wing. Scale is one-fifth. Covering is yellow Coverite with blue R&S paint for a scale-like painted fabric appearance.

Both the TG-2 and the TG-3A are not the type of birds usually seen in the stand-off scale circle. Yet both are respectable fliers. With a few refinements and a few other models of this type a new category could possibly be in the making.

Speaking of stand-off scale Ferde Gale, LSF Coordinator for Italy, has published a book on sailplanes that contains three-views of 55 sailplanes which include variations of some models. These drawings are of the fiberglass breed with an exception or two. The book includes photos of some planes and a list of 24 manufacturers. Included is a chart containing some 30 bits of information on each of the planes in the book. The data includes dimensions, areas, and airfoils—both root and tip. Price of the book is twelve U.S. dollars. For registered air mail add three dollars. Order direct from: Ferde Gale, Via Trieste 8,

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Mark Weber's Schweizer TG-3A, from plans by Jack Hiner, is 1/6 scale with scale surface areas—stab is 10%. the 3-1/2-lb. ship has coupled ailerons and rudder. In background, Hiner's KA-6. Jack Hiner photo.



Jack Hiner's Schweizer TG-2 is 1/5 scale with 126-in. wing. Wing two-piece plug-in type. Red, yellow, white and blue coloring. Different!



Winch powered by 12V Opel starter motor, used by sailplane group in Hannover, Germany. First attempt with such launching methods a breakthrough for fliers on continent. Impressive performance. Pruss pic.



Wolfgang Schluter, LSF coordinator, Germany, and original "Inkognito." Fully aerobatic with rudder, elevator ailerons, spans 2050 mm (about 81 in.), weighs 1.6 kilograms (about 1.3 lbs.), modified Eppler 180.

## RC Soaring/Pruss

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Abbiategrosso, Italy 20081.

**LSF-Level V:** Two more have joined the ranks of that select group and both hail (again) from California. They are Marvin Quall and John Neuman. That brings the total to six and by the time you read this the total membership will have passed 3000!

In an attempt to be the first Level V from somewhere other than California, Don Clark of Thermal Sniffler fame drove to the midwest from Maryland in order to complete his last task. Well, the drive didn't qualify him but it was the goal and return that he needed. After three days of frustrating efforts Don would wait one more day pending the weather forecast. The weather guessers predicted high winds so Don packed his winch, two planes, thermal Snifflers and dirty socks and headed back east.

Don wasn't the first to go through such pains to earn that silver "V." Skip Miller went to the west coast last year in hopes of getting his eight-hour slope flight and came back with no cigar.

And so, dear reader, those are only two reasons why the number of Level V's is only six, and Marvin Quall and John Neuman are to be congratulated.

**Desert Dash:** From the San Fernando Valley Silent Flyers comes a report of their latest cross-country efforts. Originators of the cross-country concept that extended beyond the 150-meter distance, the SFVSF altered the course from a straight downwind concept to a goal of about a mile. The object: to fly to the goal, return and repeat the goal and return for a course of a little over four miles. This new confined course gave the spectator's a more grandstand-like view.

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Rick Pearson and his Sailaire turned in a respectable 20:56 for a first round flight, but Blaine Rawdon and his original design, Mirage, was best of the round with a flight of 15 minutes and 20 seconds. Dick Shilling had a 17:38 in the second round. Rawdon pushed the Mirage beyond its limits and the bird came apart in the air, but Blaine had already earned enough points to come out on top of the 19 entries.

The top five: 1st, Blaine Rawdon; 2nd, Bob Sutton; 3rd, Dick Shilling; 4th, Rick Pearson; 5th, Larry Pettyjohn.

Rawdon's Mirage is a bird with a wing span of 114 inches and an area of 923 square inches. Empty, the ship's wing loading is only 5.15 ounces per square foot! The wing is of the three-piece type with the middle third flat—no dihedral; the outer panels provide polyhedral. Turbulator spars line the wing between the leading edge and the main spar.

Despite the fact the Mirage had come "unglued" when Blaine pushed it (all planes have a "red line," full scale or model), the Mirage is still a plane to keep your eye on.

**A Note on P.R.:** From Jim Newman, the artist in residence at Midwest Products Co., came a pamphlet that members of his club—the Lake County RC Model Soaring Society—pass out to non-members, especially spectators. The pamphlet starts off by announcing boldly "Hello! We are your quiet neighbors." It then goes on to briefly describe the club's interests, flying site, and includes an invitation to visit the club for an afternoon.

It's a neat little bit of public relations and a natural way for all clubs to get a little positive publicity. A few information sheets of this type in every sailplaner's tool box could earn a few more feathers in the hat for RC soaring.