

# RC Soaring □ Dan Pruss

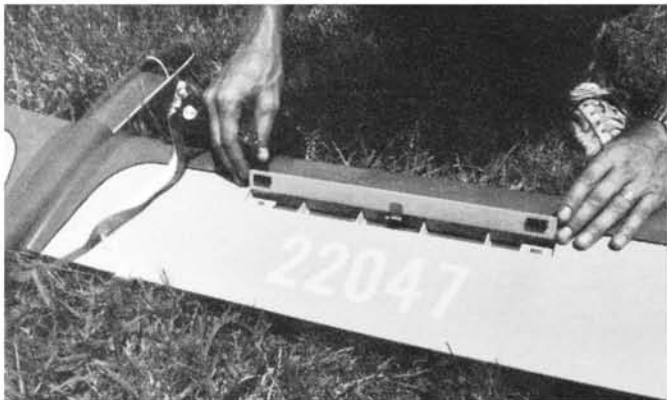
## nats '78



FIRST OFF, let us lay to rest any of the horror stories that were generated from the events that were held here three years ago and that might have tainted this year's event before it even started. This was one of the best RC soaring contests ever run—anywhere!

It took the coordinated efforts of at least four clubs, plus the AMA, to pull this one off and here's why it worked. First of

all, the LARKS (Louisiana Area Radio Kontrol Society) provided the facilities. And such facilities we all should have. The field is leased and maintained by the parish (county) and is large enough north to south to accommodate the 300-meter tow lines that were used this year. Materials were provided, while the LARKS, now in their ninth year, did the work to install a runway, a pit area, a club house with kitchen and indoor facilities, plus a long canopy covered rest area. And the LARKS is



Skip Miller shows magnets he uses on spoiler blades to keep spoilers closed. Skip ran afoul of subtle radio glitches but, too late, he put in three magnificent flights. Bad breaks evidently don't discriminate.



The Mexican contingent. Mexicans display great artistry in any event.



Bill Mueller, of Hi-Flight winch fame, with Scott Simmons and their Mirages. The Blaine Rawdon design is a real lightweight. Having rudder and elevator, and a 114-in. wing with 923 squares, it weighs 35 oz.



Stan Pfoft, representing Florida, and Cecil Haga, from Texas, display the award that Texas eventually won in their on-going rivalry. Top five scores from each state were counted. It adds something extra.



All the way from Alaska was Leonard Oakley with his original design, the Caracara. Covering is Japanese tissue. Len is an old free-flyer. How can you tell? The beauty of many of these sailplanes is inspiring.



Called the best scoring manager soaring has ever seen, Frank Girolani operates the Radio Shack TR-80 computer. Scores were printed five minutes after each flight was tabulated. Text gives all the details.

a power club!

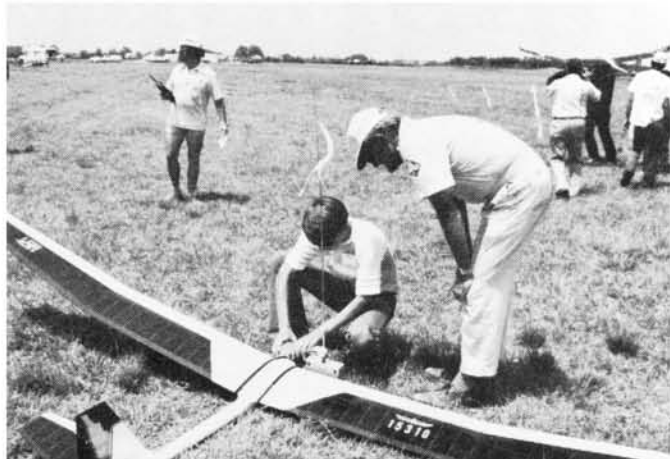
From Houston came 24 members of the Houston R/C Club, headed by Bert Striegler who C.D.ed this event. The Manned Spacecraft Center R/C Club shared in the manpower, and from the Northwest Soaring Society came a scoring system that leaves all others as archaic as

categories, and of the 40 entries in Unlimited, all were of the Open age group.

For the scheduled three days of competition the weather was on Striegler's side. Conditions were typical of the gulf coast this time of the year—90 degrees plus and humid. The wind was light and somewhat variable. Considering this year's hurricane

was next on a combined basis but first in Modified Standard. Dave Rutledge was ninth overall and gave a shot in the arm to the Two-Meter fans. First in Standard with 85 percent of perfect was Leon Kincaid.

Five minutes after the last flight of the first day the standings were being posted!



Rarely does a photog luck out in catching winner in the act. Dan Pruss was there! Top, L to R: Overall and Unlimited Class winner, Jim Fitch readies Sailaire as Pop watches (Dad, 7th overall, 5th Unlimited). Jim patiently watches for "green" air. Bottom, L to R: Ready for launching and the landing—good for 89 out of 100 points. Last year's winner and current world champion, Skip Miller, offers congratulations.

chiseled results from the stone age.

Retrievers were sons of the LARKS and trail bikes hastened line retrieval. The wives of the LARKS worked the "galley" and "built" custom hamburgers, and if you are among those who need an ice cream fix about two in the afternoon, they served the best root beer float this side of the Pecos. Come to think of it, include the other side of the Pecos.

And so, to the above setting came 76 fliers. Texas provided 20 and from Florida came 11. Mexico had eight fliers and the remaining talent was spread rather evenly, representing 14 other states. Skip Miller came to defend his National title in Modified Standard Class and Scott Miller—no relation—who won the Standard Class event last year, also flew in Modified Standard Class.

The events included the Two-Meter Category. Five contestants tried this new challenge. Nine entered Standard Class and 22 entered Modified Standard. Four seniors and three juniors were in the above

Amelia had just done her thing a couple of hundred miles west, everybody was happy with the conditions.

The task this year had all 76 fliers licking their chops. Eight rounds of seven minutes—a piece of cake—especially on 300-meter lines! What made everyone just know he was going to win this one as he walked to the flight line for round one was that, after the seven-minute max, he had three minutes to land! Heck, this is a club task designed for new members. "Old salts" have a field day with such an event. Well maybe at the club field, but it didn't happen that way in bayou country.

At the end of the first day "Texas Tom" Williams (his name tag indicated he is the original Tom Williams, and all others are imposters) with 96.0257 percent of the perfect—that after three rounds of flying. To place higher than sixth you had to have scored at least 90 percent of perfect, or you were going to leave a tough game of catch-up. At the end of the first day Unlimited Class dominated the top six; John Rimmer





Bill Haga with his Legionair, a senior Haga design. Bill finished third Unlimited Open. Such workmanship delights all who dig construction.



Jim Fitch, the 1978 AMA National Champion, with his Sailable—long live the king! Sailplane designers meticulous in their use of aerodynamics.



Carl Raichle with his modified Aquila with which he placed first in Modified Standard. Used "Miller Mod" airfoil—see December 1977 MA.



Judge Davis launches his transparent covered Legionair. (Dan wondered if the judge builds models on the bench.) He's deeply into theory.

Thanks to the Northwest Soaring Society who worked out a computer program for their club's scoring needs, the NWSS sent Frank Girolani with the system that fellow club member Mike Freeman worked out. Every flier there tipped his hat to Girolani's efforts. For three days he sat feeding information to a Radio Shack TR-80 system, coming up with read-outs on the spot. Frank treated all this as a "no-sweat" job, and true, the TR-80 was doing all the mental work, but the system was the best and most efficient ever seen.

Basically, each contestant was given an ID number. When his score came in, say 06:53 for time and 95 points for a landing, Girolani punched in the contestant's number, the time—06:53, and the landing points—95. When the 76th, or last flier, had his score entered, the read-out began in order of placement up to the end of that round. The print-out included overall place, ID number, name, score, percent of perfect, category of competition, and age group. So, at the end of round three the top line read: 1st—#68 Williams-1498-96.0257 -ULTD/OP.

The second day saw a few more maxes, "because the air was better" as claimed by more than a few. Although the top 20 had a point spread of nearly 15 percent, some of the bottom of the 20 were going to

change all that.

Carl Raichle went from 20th to eighth overall, and took a second place hold on Modified Standard with an 88.5898 percent of perfect. Derrek Gunning went from 18th to 14th, and Jim Smith jumped from 11th to third.

Jim Fitch went ahead of Williams, and Jim ended round six and day two with 2978 points out of a possible 3120. He sat with a comfortable 95.4487 percent of perfect. Dave Rutledge showed consistency by holding onto ninth overall and first in Two Meter—again with 87 percent of perfect. Ed Berton took over first in Modified Standard and was sixth overall at this point.

While all this was going on, Skip Miller was having fits for five rounds with what he thought was a sailplane problem. His new bird is an Aquila Grande. What finally revealed themselves as very subtle radio glitches had Skip scratching his head through those five rounds of C.G. and trim changes. Changing the receiver had good guys running through all those wires and striped things again, and round six was a max and a 92 landing. But that was too late to recover in hopes for another national title.

The efficiency of this contest was evident throughout the event, but was accented

when the eighth and final round was winding down by 1:30 p.m. on the third day. By the luck of the draw, Jim Fitch was the last to fly and needed only a max to win his class. He got it along with an 89-point landing and the 19-year-old ended up overall point scorer and the winner of the NSS Trophy.

"How they placed" is published in the Competition Newsletter section, but it's worthy to note Carl Raichle, who was fifth at the end of the first day and 20th overall, finished first in class and fourth overall. Dave Rutledge showed real consistency by finishing eighth overall and first in the Two Meter class. Leon Kincaid won Standard Class and 23rd overall, while best Senior went to Scott Miller and a sixth overall. Best Junior was Jorge Guzman from Mexico.

Some sidelights... Timing was done by the Houston club and the contestants were free of any chores between rounds... 300 meter lines were wound down to the turnaround by winchmasters, at which time the retrievers picked up the tow ring and returned the line. Large strips of material were used in lieu of parachutes or flags because the latter couldn't be seen at 300 meters... Chet Tuthill, who was on the trophy committee for the NSS,

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brought the 3½-foot laurel from Tullahoma, only to have crosstown boy Jim Fitch haul it back. . . . After Skip Miller chased away the gremlins, his next and last three flights were the highest of any three consecutive rounds by any contestant. . . . Rae Fritz introduced us all to Ken Cashion and the latter tried to convince us there really is a Picayune, Mississippi. . . . No alligators devoured fair maidens or line retrievers, one didn't have to sidestep rattlesnakes on the way to the flight line, and the mosquitos did not outspan the Two-Meter ships. . . . Bert Striegler did as great a job MCing the awards banquet as he did CDing the contest. . . . You missed a good one.

**Model Aviation**  
**November 1978**



# COMPETITION NEWSLETTER



ACADEMY OF MODEL AERONAUTICS

815 FIFTEENTH STREET, N.W.

WASHINGTON, D.C. 20005

## RC STANDARD SAILPLANES

Junior, sponsored by AMA		Points
1. Brian Agnew	Ft. Myers, FL	2528
Senior, sponsored by AMA		
1. Ron Richardson	Little Rock, AR	2641
Open, sponsored by AMA		
1. Leon Kincaid	Port Richey, FL	3318
2. Larry Pitts	Niceville, FL	3229
3. Clark Lydick	Ft. Walton Beach, FL	3146

## RC MODIFIED STANDARD SAILPLANES

Junior, sponsored by AMA		Points
1. William Langley	Plattensburg, MO	2591
2. Jorge Guzman	Mexico	2465
Senior, sponsored by AMA		
1. Scott Miller	Costa Mesa, CA	3729
2. Pete Simons	Sugarland, TX	2779

### Open, sponsored by Royal Electronics

1. Carl Raichle	Clearwater, FL	3772
2. Edward Berton	Tampa, FL	3592
3. John Rimmer	Victoria, TX	3324
4. Felipe Hinojosa	Mexico	3315
5. Guillermo Perez	Mexico	3283

## RC UNLIMITED SAILPLANES

Junior		Points
No official flights		
Senior, sponsored by AMA		
1. Chuck Copeland	Little Rock, AR	3558
2. Derek Gunning	Lumberton, NC	3397
3. Michael Enkerlin	Guadalajara, Mex.	3206
Open, sponsored by Sig Mfg. Co. (1st-5th); Toledo Weak Signals RC Club (6th-8th)		
1. James Fitch	Tullahoma, TN	4001
2. Philip Harris	Huntington Beach, CA	3843
3. Bill Haga	Arlington, TX	3840
4. Stan Pfost	Winter Park, FL	3735
5. Clark Fitch	Tullahoma, TN	3680
6. Tom Williams	Irving, TX	3622
7. Cecil Haga	Arlington, TX	3613
8. David Cook	Granby, CO	3558

## RC 2-METER SAILPLANES

Junior		Points
No official flights		
Senior, sponsored by AMA		
1. Barry Mattingly	Hacienda Hgts., CA	1406
Open, sponsored by AMA		
1. David Rutledge	Victoria, TX	3663
2. Barry Kennedy	Bellaire, TX	2132
3. Wiley Womack	Porter, TX	1718

## 1978 NATS RESULTS

Succeeding pages show all the event winners and top placers. Below are the special award winners at the 1978 National Contest.

**Sterling Models Memorial Award** (most Scale static points of any category, qualifying by official flight): Dave Platt, Plantation, FL, Douglas SBD-3 Dauntless.

**Jim Walker Trophy** (winner of JSO CL Precision Aerobatics flyoff, excluding appearance points): Bob Whitely, Fountain Valley, CA.

**McNeill Cup** (high time regardless of age, FAI Power): Richard Swenson, Milwaukee, WI.

**Mulvihill Trophy** (high time regardless of age, Unlimited Rubber): Joseph Kubina, Warren, MI.

**Tulsa Glue Dobbers Trophy** (high time regardless of age, Outdoor HL Glider): Bob Boyer, San Diego, CA.

**Stout Indoor Trophy** (high time regardless of age, Indoor Cabin): Dan Domina, East Windsor, NJ.

**Stout Commercial Trophy** (high time regardless of age, AMA or FAI Indoor Stick): Dan Domina, East Windsor, NJ.

**Dick Black Trophy** (high time regardless of age, Coupe d'Hiver): Fred Pearce, Houston, TX.

**Air Force Assn. Award** (best military scale model): Ralph White, Neoga, IL, P-51D Mustang.

Model Aviation  
November 1978

# WORLD ENGINES

# EXPERT SYSTEMS



**'78  
NATS  
1ST  
3RD  
7TH**



## Dave Brown - World's Mr. Feedback

One thing that our Expert Systems have been exposed to is competition. Pattern flying is popular in the Midwest and a lot of Expert Systems are used in pattern in this area, as well as in national and world competition.

It is the feedback from Dave Brown and other pattern competitors that Jim Lanterman's design decisions are based on. Jim is our electronic designer. He is well known in the trade and has worked with Signetic and Exar on the design of the IC that is used in many servos today. Pictured in the above photo - Dave Brown, left; Jim Lanterman, right.

Interesting - but, so what! Ever think about what World War I and II did to develop full scale aviation?

They started WW I with a Curtiss Pusher and came out with the Fokker D-8. We started WW II with the P-40 - the Germans were flying jets in 1945.

Frankly, we think our product is better because of its competition usage (war). Many other R/C systems cannot make this claim.

His design decisions reflect the design of our open gimbal sticks and the RF and encoding systems in the transmitter. Also, our receiver and decoder technology, and amplifier design.

At the lower right is pictured the OS 60 FSR, used to power Dave's plane in his '77 and '78 National's win.

Congratulations to Mark Radcliff, who placed third, and Tony Frackowiak (seventh) in this year's National's held

at Lake Charles, Louisiana. Tony is now in World Engines' tool room.

We are listing various radio systems that we manufacture. Also, some customizing features such as dual rate, roll button, and channel switcher.

On Dave's Curare he is using the channel switcher to couple or uncouple the flaps. He uses flaps simultaneously with the elevator for take off, spin, snap rolls and landing.

The R/C system population is somewhat patterned. Some are popular in one area and others in another.

We would like to work with some senior R/C fliers in areas where our Expert System population could be perked up. If interested, please write.

We have a special for service men serving outside the country.

### RADIO PRICES

5 Ch. Expert DS (4 servos) . . . . .	399.95
5 Ch. Expert SS (4 servos) . . . . .	419.95
7 Ch. Expert DS (4 servos) . . . . .	439.95
7 Ch. Expert SS (4 servos) . . . . .	459.95
7 Ch. Expert DS (5 servos) . . . . .	464.95
7 Ch. Expert SS (5 servos) . . . . .	484.95
3 Ch. Expert Nicad (3 servos) . . . . .	239.95
2 Ch. Expert Nicad (2 servos) . . . . .	179.95
4 Ch. World DS (3 servos) . . . . .	239.95
(w/airborne nicad pack)	
Dual Rate (elevator & aileron) . . . . .	40.00
Roll Button . . . . .	20.00
Channel Switcher . . . . .	34.95

# WORLD ENGINES