

Radio Control

Soaring

Dan Pruss

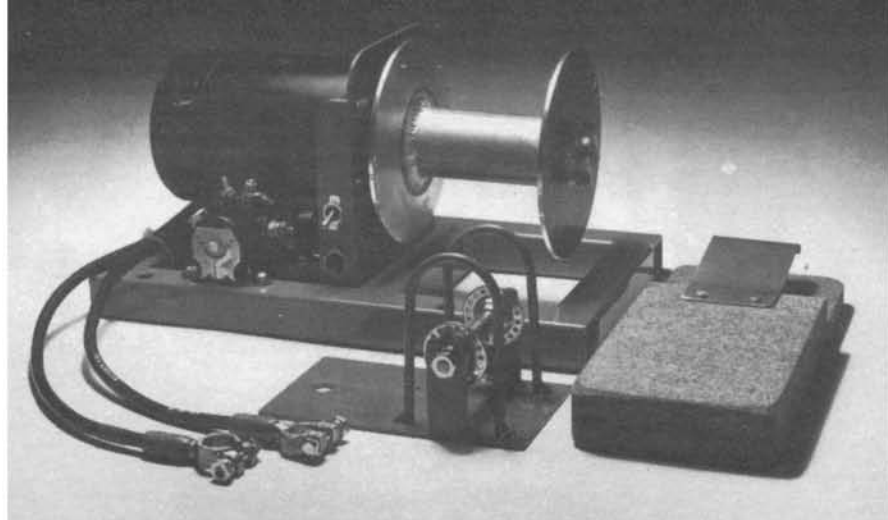
SNOFLY VIII: For the eighth winter, in as many, that hearty lot from Detroit staged their annual February "Let's All Get Together and Torment Our Bodies and Sailplanes Fly-In." Fifty-six contestants answered contest director Art Sledge's call and fliers from Cincinnati, Chicago, Indiana, and other parts of Ohio and



Mike Campbell, 2nd in Jr./Sr. with hawk-like Windlord (plans from March '78 MA). The photos of Snowfly III were taken by Dan Pruss.



Vee tail of pitted Grand Esprit gives away scene that could be mistaken for a shot out of Dr. Zhivago. Actually, it was taken during the recent Snowfly III which was a wonderful success in spite of the season.



This impressive winch by Bill Mueller is unique in that speed is variable. Description in text.

Canada, tried to outlast the Michigan bunch. The final results had seven trophy winners out of eight from Michigan.

In case your life for the past few months has been somewhat cloistered, you're not aware that this year's winter was one midwesterners will be talking about to their grandchildren. Besides record snowfalls, they'll tell how on the morning of Snowfly VIII the thermometer registered five below zero on the old Fahrenheit scale. However, in Detroit that day the temperature did get into the teens, the sky was absolutely clear, and what saved the day was the fact there was no wind, except for a slight breeze when a thermal would come through!

Sure, there are thermals in the winter—with winter temperatures. After all, that day saw a rise in temperature of about 20 degrees and in about four hours. In fact, more seven-minute maxes were logged in that one day than in two days at the LSF regional tournament in Ann Arbor last August—and as a whole, by the same fliers, flying the same sailplanes!

The Greater Detroit Soaring and Hiking Society hosted this now annual affair and did an outstanding job. Because of at least a foot of snow on the ground, the G.D.S. & H.S. plowed out a parking area and provided two snowmobiles for line retrieval. Stop snickering, you orange/grow-

ers. The system worked; three rounds were flown and the contest was run in a little over five hours. A set time frame for each round was established, and the open winch concept was used and worked well.

Snoflies have become a tradition in
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LSF president, Gordon Pearson, meets LSF coordinator for Canada, Dave Henshaw. Hiner's SB-10 in foreground. It surprised a few people that thermals exist in wintertime.



Jack Hiner, sans gloves, launches his SB-10, built from Carrera kit described in April MA column. This version has a 3200-mm wing span.

RC Soaring/Pruss

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soaring and the free entry fee for enthusiasts in California has now been extended to Florida fliers. See you next year? Results:

Unlimited: 1st, Jeff Mrlik—Astro Jeff; 2nd, Pat Flynn—Astro Maggie; 3rd, Ken Bates—Original.

Standard: 1st, Warren Tiahr—SD 100; 2nd, Dave Leach—Aquila; 3rd, Walt Hill—Aquila.

Jr.-Sr.: 1st, Chris Corven—Original; 2nd, Mike Campbell—Windlord.

Side notes. . . Standard Class outnumbered Unlimited two to one, a reversal of a couple of years ago. . . reliability of radios in Snofly temperatures was a concern a few years ago. This year, only one failure occurred and that was attributed to interference. A tip of the hat to all manufacturers for providing us with equipment that is so dependable.

New Product: From Bill Mueller, of Hemet, California, comes the announcement of a new winch that is now available, called the Hi Flight 12. Quoting Bill's claims, "The Hi Flight 12 is powered by a conventional 12-volt automotive battery, and is unique in the fact that a single foot control allows the flier to choose slow, medium, or high winch speed. The speed may be varied continuously through the launch as dictated by glider size and wind conditions. Low speed is typically used for line tensioning and launching of light aircraft under windy conditions. Medium speed will launch Standard Class sailplanes in no wind conditions, or Unlimited ships in breezy conditions. High speed will launch the heaviest Unlimited Class sailplane with ease. An isolation switch is provided to eliminate high speed, if the flier desires."

Bill further claims, "The Hi Flight 12 consists of a rugged-welded steel frame, a completely rebuilt 12-volt motor, a finely machined steel drum with two inch core, and all electrics necessary for its operation. Included with the Hi Flight 12 is a ball-bearing turn-around. The price of the entire Hi Flight 12 launch system is \$179.00 F.O.B., Hemet, California."

The winch is also available in kit form. For \$89.00 you get a welded frame that is drilled. Complete instructions, showing assembly and wiring, are included. Rebuilt long-shaft starters are also available for \$22.50, and winch drums for \$24.95.

Write: Hi Flight Model Products, 43225 Whittier Ave., Hemet, CA 92434—Phone (714) 927-4666.

Milwaukee, Minneapolis, Winston-Salem: Three areas where soaring is growing, as reported first from Ron Kopp of Milwaukee. The Suds City Sailplane Team had an amicable split from their power club and are doing it on their own. If you're from that area contact: Ron Kopp, 8010 W. Waterford Ave., Milwaukee, WI 53220.

From Minneapolis comes news that "The Minnesota Soaring Team" is well underway. Unfortunately, no address was provided but H. Evanston says the club has three winches and a sod farm about ten miles south of Minneapolis. Activities are designed around the family and, if you can't find the sod farm, look up! Evanston's claim of one hour and 30-minute flights with his Sailaire should draw your attention.

And from Charles Spear, secretary of the Triad Thermal Thumbers, comes the announcement of the forming of a club from the Winston Salem, Greensboro, High Point area of North Carolina. With a charter of less than a year they've already scheduled an FAI quarter-finals, and are hoping they warrant an L.S.F. regional. Contact: Charles Spear, 800 Holly Lane, Mocksville, NC 27028.

Great Race III was announced by Ken Ward, president of S.O.A.R. The heralded event, which first started in 1976 and has become an annual classic, will be run in conjunction with a Stand-off Scale contest. The race is open to any AMA chartered club and is scheduled for August 12; the Stand-off Scale contest will be held August 13 and is open to any AMA member. For details contact: Bill Christian, CD; 1604 N. Chestnut; Arlington Hts, IL 60004.

League of Silent Flight: From Gordon Pearson, LSF President, comes news that should interest every sailplane flier in the world! The LSF National Tournament, or should we say International Tournament, will again be held this year on the traditional last weekend of August—the 26th and 27th. Already, at least ten sites have been chosen for regionals, and plans are underway for additional tournaments where foreign chapters exist. This will be a two-year program whereby a percentage of the top scorers from each of the regions will be eligible to compete in an international fly-off to determine the LSF Champion. The fly-off would be scheduled in 1979.

Discussions are underway for extra-special events—this at the 1979 contest—whereby any LSF member could fly in them. The potential of this event could be the greatest get-together for any soaring event-ever.

Details when finalized will be announced and sent to all LSF members.

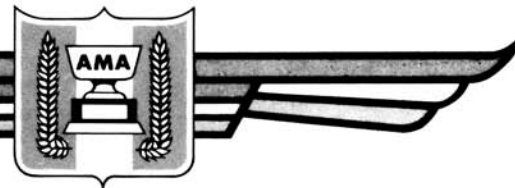
Dan Pruss,

Plainfield, IL

Model Aviation

June 1978

COMPETITION NEWSLETTER



ACADEMY OF MODEL AERONAUTICS

815 FIFTEENTH STREET, N.W.

WASHINGTON, D.C. 20005

LATEST RC SOARING PROGRAM SITE LIST

Ray Marvin, chairman of the RC Soaring Team Selection Committee, who in late March supplied the following lists of sites, indicates that there have been changes from the lists printed last month, both in terms of dates and locations.

Quarter-Final Contests

Santa Rosa, CA, date to be announced. CD: Dave Thornburg.
Carson, CA, May 28. CD: Mike Reagan.
Carson, CA, June 10. CD: John Brown.
San Jose, CA, May 28. CD: Jack Alton.
Carson, CA, June 17. CD: Paul Parszik.
Denver, CO, May 20-21. CD: Ray Marvin.
Colorado Springs, CO, June 17. CD: Milt Woodham, Sr.
Ann Arbor, MI, May 13-14. CD: Gordon Pearson.
Chicago, IL, May 21. CD: Keith Finkenbiner.
Tulsa, OK, June 3-4. CD: Mike Ransom.
Waco, TX, May 7. CD: Connie Jones.
Lumberton, NC, date to be announced. CD: Red Gunning.
Dallas, TX, April 23. CD: Carroll Moffatt.
Redmond, WA, May 13. CD: Dick Barker.
Winston-Salem, NC, May 7. CD: Charles Spear.
Brandon, FL, May 21. CD: Carl Raichle.
Orlando, FL, June 11. CD: Jim Parrish.
York, PA, May 27-28. CD: Don Goughnour.
Cody, WY, June 17. CD: Portor Dalton.
Council Bluffs, IA, June 4. CD: Larry Puls.
Council Bluffs, IA, June 11. CD: Larry Puls.

Semi-Final Contests

Carson, CA, July 8-9. CD: Paul Parszik.
Denver, CO, July 1-2. CD: Ray Marvin.
Dallas, TX, July 1-2. CD: Lemon Payne.
Brandon, FL, July 8-9. CD: Stan Pfof.
Winston-Salem, NC, July 8-9. CD: Charles Spear.

Finals

Pensacola, FL, September 2-4. CD: Rae Fritz.

About the Program

All AMA members with the \$5 FAI Stamp and models conforming with the FAI RC Soaring competition rules are invited to try out for the three-man U.S. 1979 RC Soaring World Championships Team. The first step is to enter one of the Quarter-Final Contests, for which the program entry fee is \$25.00; pay at the site (and the \$5 FAI Stamp may also be paid for there, if necessary). There is no additional program fee at the Semi-Final and Final levels.

All those with 80% or more of the winning score at each Quarter-Final are eligible to advance to the Semi-Finals. If eligibility for advancement is not obtained at the first Quarter-Final, the program entrant may try again at one other Quarter-Final.

Thirty-six Semi-Finalists will advance to the Finals, with the number from each Semi-Finals proportionate to the total number in all Semi-Finals.

The top three in the Finals will comprise the U.S. team.

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