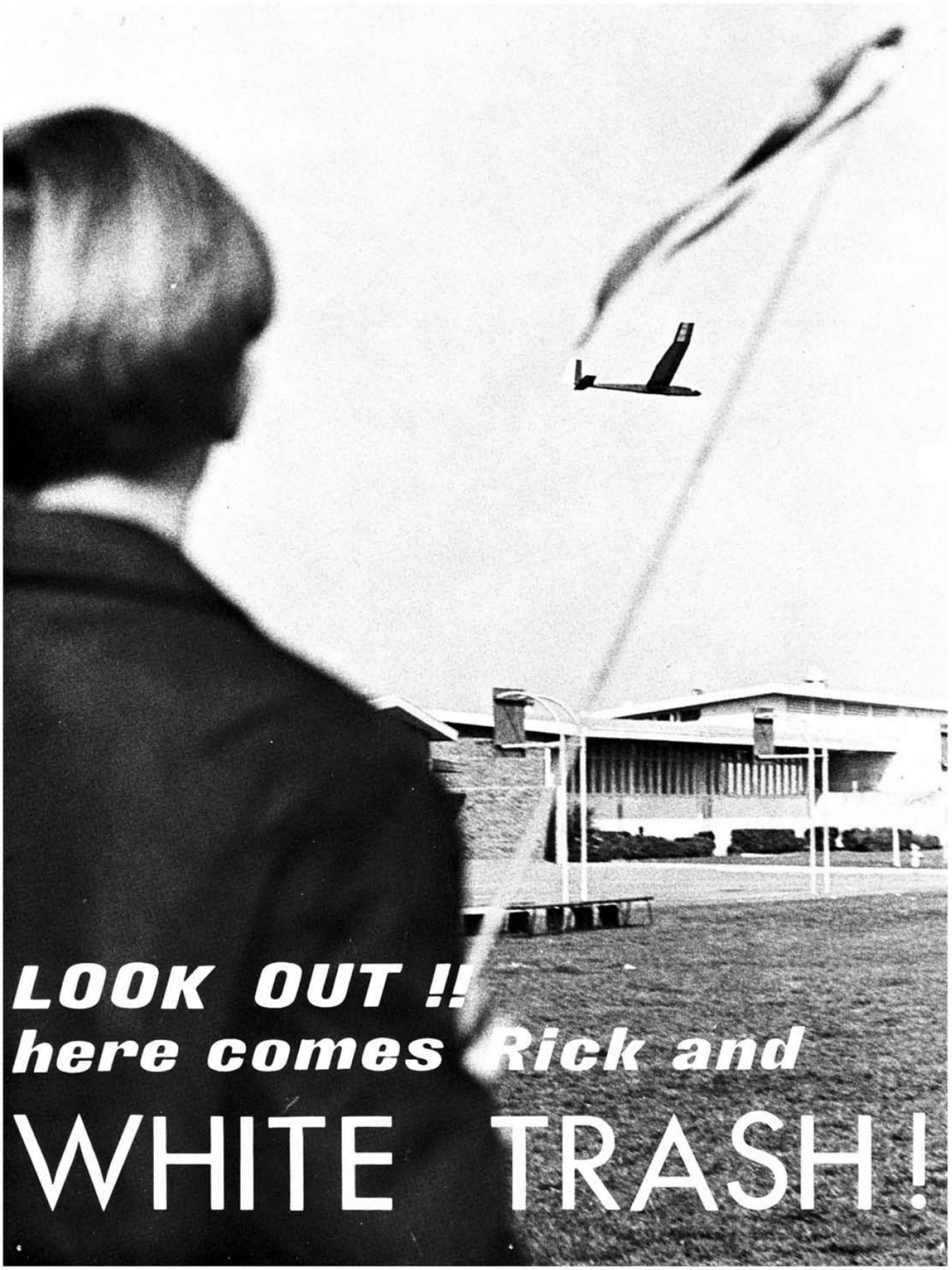
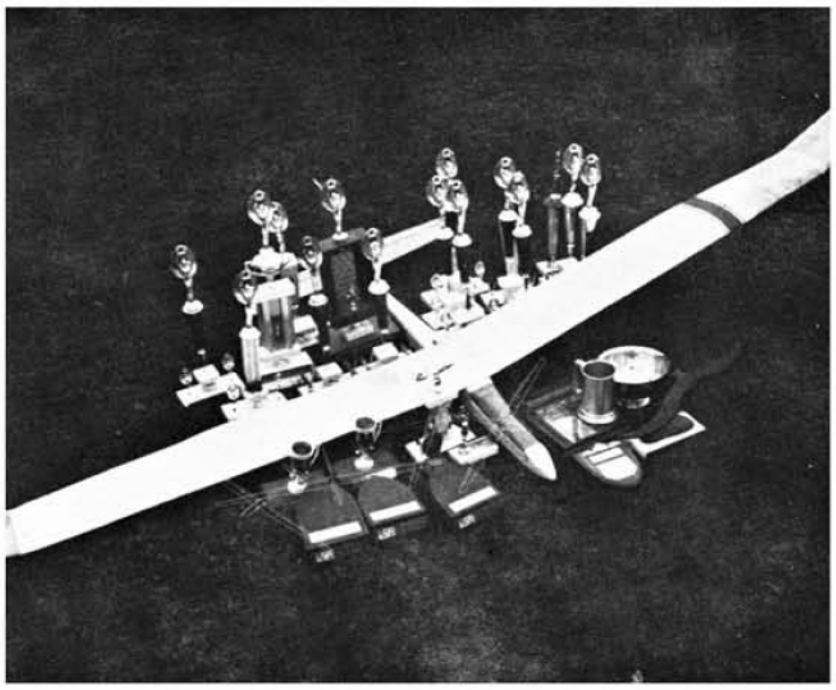
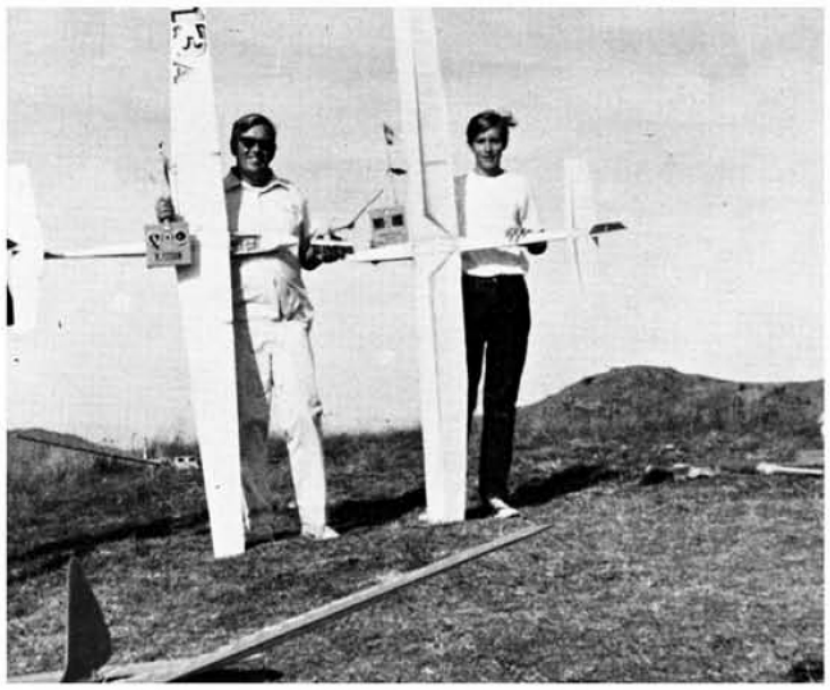

LOOK OUT !!
here comes Rick and
WHITE TRASH !



No, he didn't put the trophies there and then land "White Trash" in the spot. But some of Rick's competitors are ready to believe he could!



Two years ago and an earlier "W/T" without the 18 inch tip panels, Rick poses with Les Andersen and his Phoebus.

Text by Le Gray

● *West Coast R/C Soaring Pilots hoped that model airplanes were just a passing phase . . . then they tried to encourage interest in hub-cap resales . . . there were even plans to reactivate age-class competition categories . . . anything short of ack-ack to get relief from the teenage plague of . . .*

WHITE TRASH

designed by Rick Walters

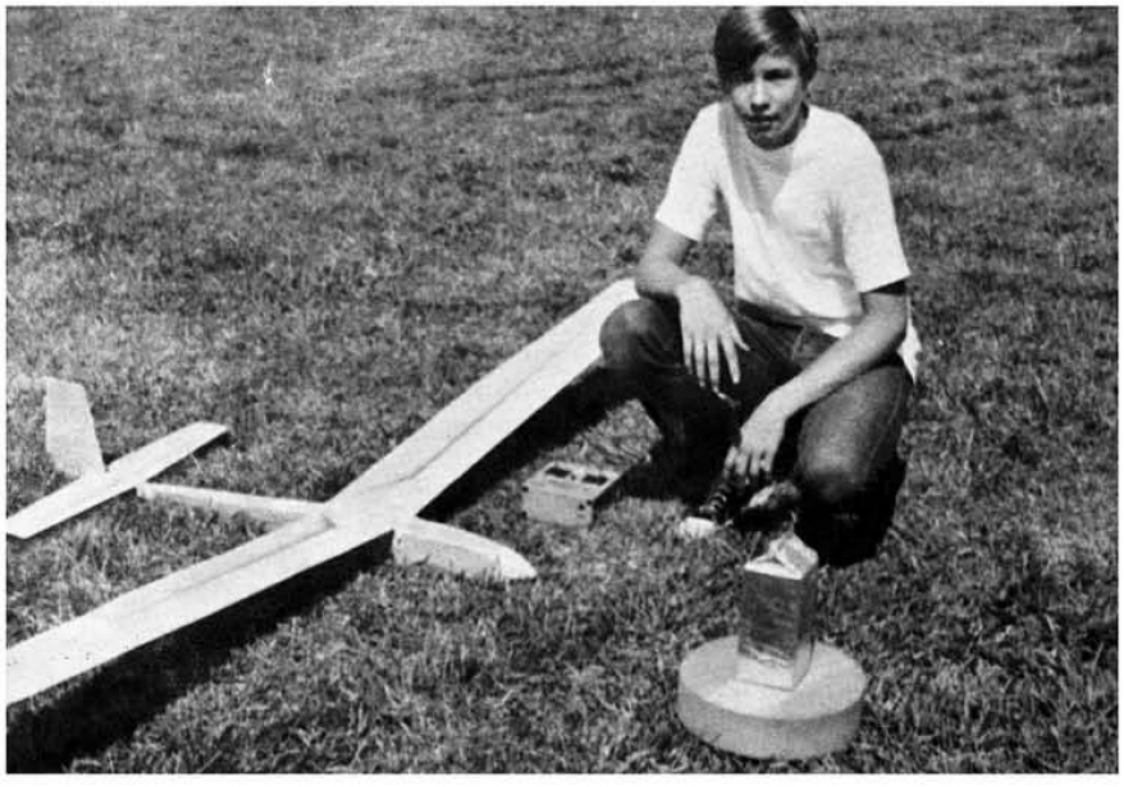
How do you write about a boy and his model airplane without it sounding like an episode from "Lassie?" It's simple . . . if you're writing about Richard Fredrick Walters of Saratoga, California. The "Lassie" bit fades quickly, because Rick Walters is hardly a "boy" by any standard. This 17 year-old young man stands a cool and slender 6-foot-4 in his basketball-team-center-stocking-feet, and he and his "White Trash" sailplane have repeatedly humbled the best R/C soaring pilots the West Coast competition circuits have provided.

There are more brass cups in this kid's room than at a Martian Beauty Contest. Any Flash Gordon fans out there? And the really maddening part is that they have all been won with disgustingly good sportsmanship. If there's anything I can't stand, it's a good winner.

If I were getting paid by the word, I'd list all his trophies. Suffice it to identify the major awards, such as the South Bay Soaring Society Annual Championship . . . 1st Place, 1969 . . . 2nd Place, 1970 . . . 1st Place, 1971; and the LSF Soaring Tournament . . . 10th Overall in 1970 . . . 1st Place Overall, 1971 with a 1st Place in both the Duration Event and the Precision Event for good measure.

Let's talk about those contests. The South Bay Soaring Society is the second oldest R/C soaring club in the country . . . Harbor Soaring Society is older. The South Bay Group is one of the largest and is the very most active in R/C soaring competition . . . has been from the day of founding . . . in fact, it was founded to promote R/C soaring competition. The SBSS, headquartered in the Santa Clara Valley, at the bottom . . . make that at the South end . . . of San Francisco Bay, sponsors an R/C soaring contest each month throughout the year . . . total of twelve. From the very outset, their contests attracted no less than 20-25 competitors. In 1970 they were pushing 35-40, and this past year have topped 40 going for 50 pilots fighting for the monthly awards. The guy that winds up tow-dawg for the year beats out tough, eager and experienced competition . . . frequently. To take home the SBSS Annual Championship Award, one must place either first or second . . . with no more than a couple of thirds, if any . . . in all twelve contests. And that, my friends, takes consistency with a capital "K", against mean competition in anybody's league.

The LSF Tournament is the nation's largest and most challenging R/C soaring affair . . . a grueling two-day event demanding top performance in duration, spot-landing, speed and distance. In the 1970 stewdo, Rick "blew-it" . . .



Not another trophy, at least not this time! It's actually a milk carton covered with aluminum foil and fastened to a foam base to act as an easy-to-spot spot. That's where Rick landed tho!

WHITE TRASH

A HIGH PERFORMANCE, EASY TO FLY

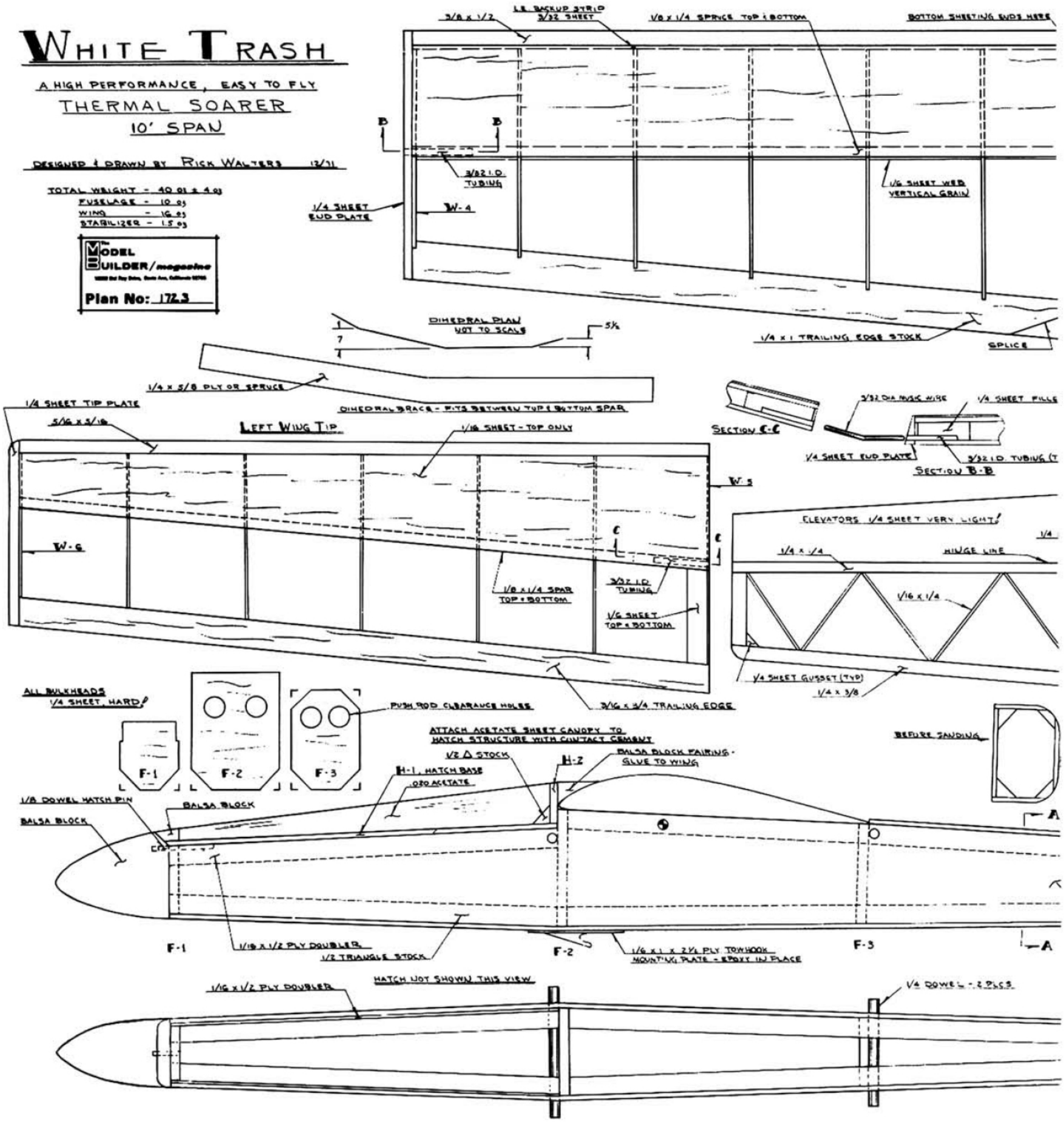
THERMAL SOARER

10' SPAN

DESIGNED & DRAWN BY RICK WALTERS 12/71

TOTAL WEIGHT = 40 oz ± 4 oz
FUSELAGE - 10 oz
WING - 16 oz
STABILIZER - 1.5 oz

The MODEL BUILDER/magazine
Plan No: 172.3

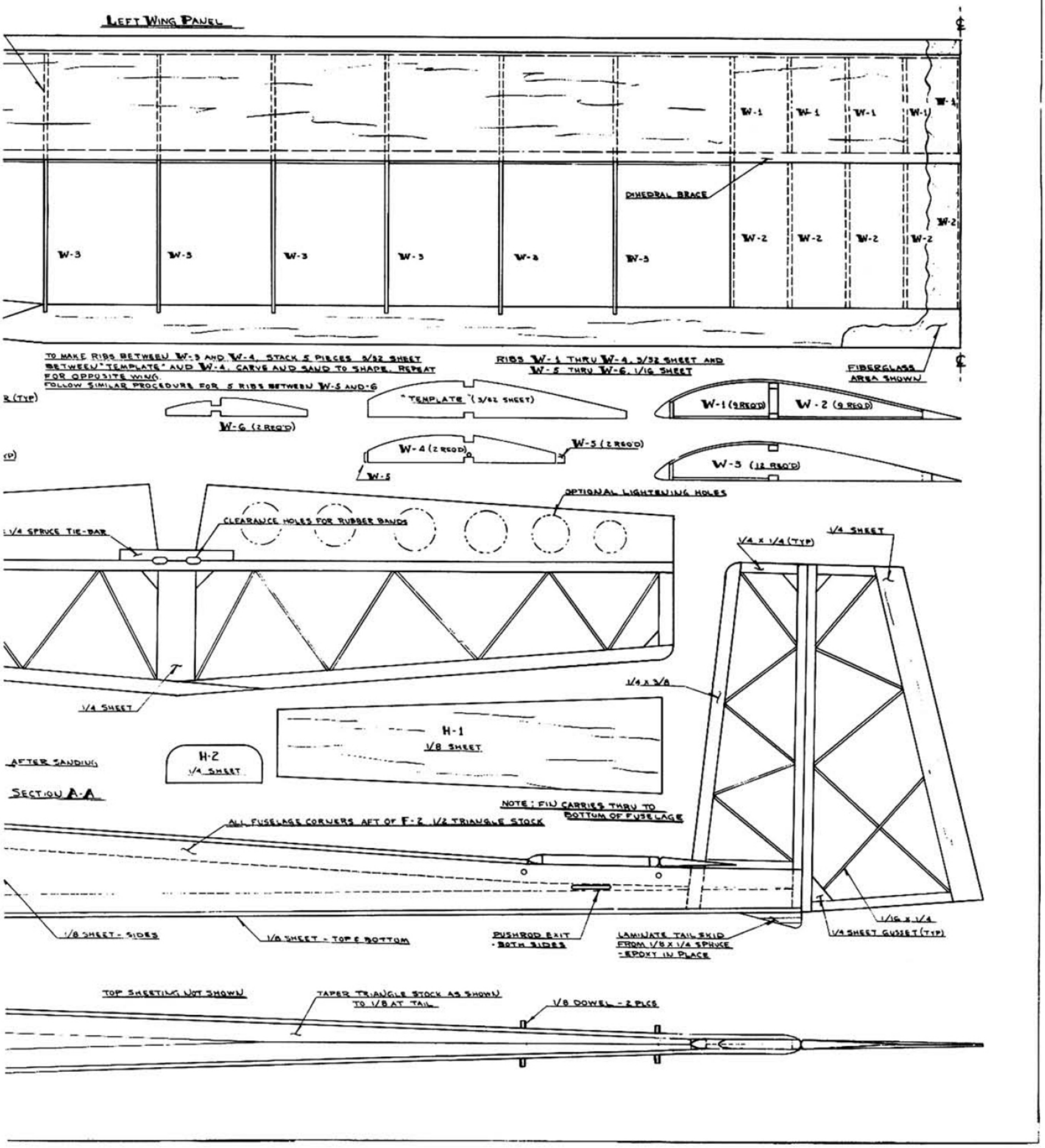


claiming only 10th in a field of 85, and the hopes of the Sun City Soaring Set began to rise. But in 1971, this teenage "has been" made a dramatic comeback, topping a roster of 103 pilots in absolutely lousy weather.

To these major marks, add similar consistency in the North Bay Soaring Society monthly contests . . . an occasional plaque or two from the fabulous and frightful R/C Sailplane Pylon Races produced each year by Whitey Prichard and the Santa Cruz R/C Bees . . . top level if not top award performance in the 1970 North-South Meet, the "War Between the State" in California . . . and the 1970 R/C Sailplane Nationals near Glenview, Illinois.

Without doubt, "White Trash" holds the record of being the winningest R/C sailplane in the country . . . at least. Well, figure it up: twelve SBSS contests per year for 3 years is 36 trophies, plus the Championship Cups; say another 24 at the NBSS contests; allow for 3 from the '71 LSF Soar-lympics; a few from the North-South and Santa Cruz meets; and a couple of "field record" placques. Add these and you get upwards of 70 real quick. Any questions? Rick only claims 37, but you know how kids are . . . they lie a lot.

So that's sorta the background of competition pilot Rick Walters, LSF Member No. 003 and Level IV, and the pedigree of his "White Trash". The



FULL SIZE PLANS AVAILABLE — SEE PAGE 48

design is just over 3 years old . . . is in its sixth configuration . . . and obviously can provide championship performance with appropriate piloting.

"White Trash" isn't just a "one man" airplane. About half a dozen have been built to date. Younger brother Jeff Walters flew his to a big First Place in Sportsman Class Duration Event at the 1970 Tournament. Neighborhood buddy Chris Mauntz was pushing Rick hard and pulled a close Second Place, Precision at the '71 Soar-lympics. These young gentlemen, too, have collected much additional hardware with "White Trash".

But we're not selling kids, we're selling sailplanes. What's with this super machine? Well, super it's not, but as Benny Howard, of yesteryear "Mr. Mulligan" racing fame identified his airplanes, it is a DGA . . . "darned" good airplane. All in all, "White Trash" is a simple but direct solution to a set of complex problems. Construction is basic, proportions are conservative, and layout is conventional. This results in a sound and practical tool with which to work when attacking the challenge of micro-meteorology . . . R/C soaring.

Rick Walters' "White Trash" is stable, and will circle tightly enough to give the impression that it's pivoting on its

Continued on page 38

white trash *Continued from page 19*

own wing tip. It has good speed range. Put the nose down and it penetrates as good as, and better than, most other lightly-loaded thermal machines. Ease back on the stick and it'll slow-fly to feel for the lightest lift. Loop it, spin it, go inverted if you can handle it . . . polyhedral prefers to be upright. If you've got a slope nearby, remove the plug-in wing tips . . . or fly the shortened wing on gusty or strong lift thermal days.

Those tips, incidentally, remove for a very practical reason . . . for easy transport. There just aren't many cars or wagons that can accept a ten foot wing. Remember, Rick built his first "White Trash" before he had a drivers' license. In order to get to contests, he needed a sailplane that would fit into whatever car had an available extra seat. Besides, the wing configuration used on "White Trash" provides an excellent weight-to-strength ratio for the load carrying center section. And . . . it's easy to build.

All up weight is about two and a half pounds. It's a floater . . . no doubt about it. But be ready for a pleasant surprise when you push the nose over.

Look at the drawings. Simplicity personified. Quick and easy . . . and inexpensive. So have at it.

There's one problem, though. After you build your "White Trash", if you don't start winning hardware, all the world's going to know that you're a lousy pilot. Me? I wouldn't touch one with a ten foot pole.

Okay, so let's build one. Take time to look over the drawings. You'll find the construction is beautifully simple, with a direct solution to about everything. A few minutes spent here will clear up most problems, so very little text will be necessary. But, just to cover the high points: *(Gee, Le, you didn't say the construction is "straight forward." Ed.)*

FUSELAGE

Glue up one left and one right side with the ½-inch corner triangle pieces as shown. If necessary, make a small cut in order to make the bend in the top triangle piece just below leading edge of stabilizer. On bottom triangle piece, make splice joint in the F-2 bulkhead area so as to accomplish slight angle change while extending triangle strip beyond the 36-inch stock length.

When assembling sides, take care to keep all square and aligned. Note that the fin is sandwiched between the aft extremes of the fuselage sides. Add top and bottom sheeting and nose block. Carve and sand to contour as shown in Section A-A.

RUDDER AND STABILIZER

What's to say? Build 'em on a flat surface, and everything will be all right.

WING

First step is to make up the ribs. As noted on plans, the ribs for the tapered portion of the wing are fabricated by using the "Template" and rib W-4 as guides . . . with "raw stock" sandwiched in between, carved and sanded down to shape. Repeat for Tip Panels, using W-5 and W-6 as guides.

Next item is the Wing Dihedral Brace. This goes in early, so might as well get it cut and ready.

Take a look at rib W-1, W-2 and W-3. These pretty well show the basic wing structure.

To build the main panel, position and glue trailing edge, lower leading edge sheeting . . . (note that this only runs to extreme outboard W-3 rib) . . . Lower center section sheeting and bottom spar over drawings. Pin a W-1 rib at wing center, a W-3 rib at the outboard end of lower leading edge sheeting, and the W-4 rib in place. Make vertical measurements at leading edge of each of these ribs, and fabricate the 3/32 sheet, leading edge backup strip with the proper top taper to fit. Use a metal straight edge to get a good, true cut. Apply glue in area of mating lower leading edge sheeting, and pin into place.

Locate dihedral brace over bottom spar, glue and tie down. Note that the right half of the brace will extend beyond the wing center line . . . and will stick up in the air. Okey, it's supposed to at this time.

Glue in all ribs. Locate and epoxy 3/32 ID tubing over bottom spar just inboard of W-4. Fit ¼ inch sheet filler over tubing . . . see detail in Section B-B. Add top spar . . . gluing to top of dihedral brace, all ribs, and the ¼ inch sheet filler.

Trim and sand top of leading edge backup strip to match forward contour of ribs. Add upper leading edge sheeting flush with forward surface of leading edge backup strip. Add 3/8 x 1/2 leading edge.

Remove completed main panel from drawings. Trace through, oil or otherwise get a right panel drawing off of the left panel drawing on plans. Proceed with construction as per above, except when time comes to position and glue dihedral brace over bottom spar, you're going to have a left main wing panel attached to it. Block it up and brace as necessary to establish and maintain alignment during subsequent construction.

Fiberglass dihedral joint at center of two main panels, add ¼ inch sheet end plates, trim and sand to final contour ready for covering. If you're not too lazy, add the hatch/wing fairing block and trim to shape. Fabricate wing tip panels in manner similar to main panels described above.

Note that the drawing shows a single 3/32 music wire pin plug-in arrangement for each tip panel-main panel joint. If you prefer, a second and similar pin-tube arrangement can be located just aft of the leading edge. However, the design as shown works fine with tape . . . masking or otherwise . . . used to complete the joint. That is, the joint is "taped" top and bottom and around leading and trailing edges. The alignment holds, so don't worry about it.

TOW HOOK

The easy way out here is to suggest you use your favorite tow hook arrangement. However, if you don't happen to have a favorite, "White Trash" uses a piece of aluminum angle filed as shown, with two holes for sheet metal screws in the "base". Unless you're quite experienced with sailplanes, it might be a good idea to cut the notch a little . . . say 1/8 inch deeper than shown. Just be sure your hook is clean and free of burrs that would hang on to a tow ring. A non-releasing tow-hook can spoil your whole day. So can a premature release, so go the extra 1/8 inch, and be safe.

CANOPY

Note that the canopy hatch assembly uses a dowel to locate and secure the forward end to the fuselage. At the aft end, use a strip of tape, a rubber band across the top from the forward wing hold-down dowels, or an internal rubber band between hooks secured to bottom of hatch and floor of fuselage. Or, carve a soft balsa block to shape, paint it black or silver and you'll never know the difference when it's in the air.

COVERING

The original "White Trash" was covered with silk, but subsequent versions have been MonoKoted. T'would seem it's up to you.

ASSEMBLY

Install your gear, mount all the parts together. Shim and/or key as necessary for alignment. Check it out before you head for the field. Everything square and true . . . no warps . . . controls move the right direction? Are you sure? Check again. It might be worthwhile. The original "White Trash" was flown by very capable pilots, so was set up with gobs of control "throw" . . . 1¼ inch either way from center for rudder, and 3/8 inch up or down from neutral on elevator. You may want less to start out with.

Flying: Check CG . . . correct as necessary with ballast or by shifting gear to get the position shown on drawings. Try a couple of hand launches . . . run and throw . . . that's RUN and THROW . . . into wind. It should have enough excess speed upon release to climb, so be ready to get on the sticks and get the nose down before it stalls. Never launch without radio control ready and working.

From here on in it's up to you. Trim it as you see fit . . . but probably the best advice is to just fly it and fly it and see just what it will do at various settings before you "lock in" on a fix.

And in conclusion, you might be interested in one more unsolicited commercial. If so, here's a letter that pretty well wraps it up:

Bill,

Got a frantic call from Le Gray this morning, asking me to send you any photos I had immediately available of Rick Walters. Out of literally hundreds of glider shots, only one featured Rick and "White Trash". This is extremely typical of the attention the "old dog" gets on the flying field. Even when Rick receives trophy after gleaming trophy ad infinitum, ad nauseum, it is Rick himself who gets the applause and the attention. Everything is attributed to his piloting skill, and nothing to his very real, but not obvious talents as a designer-builder. Like the "Rambling Wreck from Georgia Tech," Rick is one helluva engineer . . .

Two weeks ago something happened up here which directed the spotlight of public attention more toward "White Trash." Our S.B.S.S. contest featured a typical series of events: A precision task, with runway landing, a speed task over a closed course, and a duration round with precision landing. On its first flight, my Amigo II, borrowed by an old friend and fine pilot, lost a nose-to-nose competition with one of the flying field's ubiquitous telephone poles. Rick lent me "White Trash" as a back-up. I was quite apprehensive about flying same, since I'd never even looked closely at it, much less flown it.

To make a long story short, we finished one-two with it. Rick defeated me by 14 points out of a possible 1500 or so. We beat the usual gleaming and fabulous collection of kits and homebrews. Interestingly, "White Trash", renowned as a "floater", tied a Cumulus in the speed task with Rick at the transmitter, while I got lucky and out-raced it by one second. My impressions as a pilot, while flying "White Trash," albeit briefly, can be summed up in one word: Wow! This thing is *super* sensitive on both rudder and elevator, but is not the least bit squirrelly or unpleasant to fly. It will free-flight, with no attention to the controls whatever. Just for me, I like them quick on the stick, but for beginners, for the bird's sake, cut down the control throw.

I was very pleased to hear that this design is finally being written up and published. You can bet there are a lot of old timers, as well as new starts, who will want plans, but who, like me, would never be able to summon up the nerve to ask Rick for them. *(They won't need nerve now, just MONEY! Ed.)* Also hope that the "hotshots" who see the plane in your magazine won't think it just another "conventional" overgrown Nordic. There is nothing conventional about its performance! It's a labor of love on Rick's part. The original prototype has been flown, repaired, modified, extended, lightened up, leaded down, and flown some more. For literally years. Rick won the 1971 S.B.S.S. Season Championship with it, as he did in 1969. In 1970, he slipped to second. Shame!

Best of luck with the magazine!

Keith Brewster
L.S.F. 002 ●