

- User Selectable Switches For All Mixes – Allows the user to easily combine, mix or pre-set functions, as well as customize switch layout for personal preference.
- Full Trailing Edge Mixing and Pre-Set Capability – When using 4 servos (2 aileron and 2 flap), allows the user complete control of trailing edge mixing.
- Full Variable Trailing Edge Camber Independent of Pre-Sets.
- Trim Offset Memories for Aileron, Elevator and Rudder.
- Full Mixing Capabilities Including: Elevator to Flap; Flap to Elevator; Aileron to Flap; Flap to Aileron; and, Butterfly/Crow Mixing.
- Aileron Differential.
- Dual Flap Trim – Adjusts the flap and aileron trim positions.

The JR X783 computer radio is one of the finest on the market and we are very fortunate to be able to include this outstanding radio in the list of *SUPER RAFFLE* prizes. The JR X783 may be purchased at your favorite hobby shop that carries the fine line of JR radios and accessories.

SUPER RAFFLE Prize Review: Hobby Shack's "GRIFTER"

From start to finish, which doesn't take long since the Grifter is 60% complete out of the box, this kit is documented proof of the quality of craftsmanship that is being imported from eastern Europe. The Grifter, which is made in Poland, is a high performance, multi-task thermal ship with European F3B styling. The **Grifter** is designed to meet the needs and expectations of the serious soaring pilot. It combines the best features of high performance sailplanes and F3B technology to produce a model capable of winning all types of soaring events. The Grifter's moderately thin RG-12a modified

airfoil has a broad speed range, yet it excels at working light lift. The trailing edge cusp adds to the wings lift and, when flown with a little camber produces excellent results.

The wing, which has a span of 116" and an area of 966 square inches, is constructed of white foam cores with a double spar system then reinforced with fiberglass and carbon fiber and finally sheeted with White Poplar veneer. This veneer is light, very hard, imparts terrific torsional strength, is non-porous, and can be finished with a couple of light coats of varnish. The flaps and ailerons are pre-faced with balsa at the hinge line and only require tape hinges. Cutouts are provided in the wing for the servos and the routing for the servo wires has been completed. The three-piece wing joins together on strong steel blades in brass joiner boxes for exceptional launching strength. The elliptical wing tip design cuts drag and reduces tip stalling.

With a true polyhedral planform and long tail moment, the Grifter is very stable with positive, smooth control responses from the elevator and rudder. The White Poplar sheeted foam core stubs feature a friction-slip bearing to hold them tightly in place during high speed launches and decents.

The Grifter's white gel-coated, fiberglass fuselage, which features a slip-on nose cone and pre-installed bell crank, is light, yet strong enough to stand up to the rigors of contest spot landings. The tow hook, which is pre-installed, is interconnected to the steel wing hold down bolt thus eliminating the load on the fuselage during those zoom launches.

The **SUPER RAFFLE Grifter** is donated by **Rick Pike**, General Manager of **Hobby Shack** in co-operation with **Ron Stark**, the

manager of our local Hobby Shack on Convoy Street. To see one of these fine kits just drop by the Hobby Shack on Convoy and ask for Ron. While you are there I am sure that Ron would be more than happy to show you the complete line of Airtronics, Futaba and Hi-Tech/RCD radio systems that they carry especially if you tell him that you are a fellow TPG member. The Grifter is priced at \$400.

On behalf of the club, I want to take this opportunity to thank you, the TPG members, for the tremendous support that you have given to the Gull's Nest and Super Raffle. TPG is benefiting from your generous purchase of Gull's Nest tickets and you are winning more prizes and better prizes than ever before. If you have any suggestions on how we might improve the Gull's Nest, feel free to let me know.

See you at the next contest(s) and/or meeting(s).

International Hand Launch Glider Festival

Ron Scharck

The IHLGF becomes international! This year's IHLGF, which will take place on the 15th and 16th of June at the TPG Poway Flight Center, is going to take on a whole new identity. For the first two years of its existence, the "International" entries in the IHLGF were from such far away places as Las Vegas, Nevada and Northern California. With the strength of the Airtronics sponsorship and the help of electronic mail, the 1996 International Hand Launch Glider Festival will indeed be International.

Without having sent out a single entry package, we have already received commitments from pilots representing Japan, Austria and Australia. One posting on the Internet, in particular the Radio Control Soaring Exchange (RCSE) and the message of the International Hand Launch Glider Festival went to 800 subscribers around the world. Since then I have been communicating, via e-mail, with RCHLG pilots from all across the U.S. and abroad.

Dr. Paul Clark of Osaka, Japan, has been instrumental in getting Nobusuke "Buzz" Tokunaga (Japan's answer to Joe Wurts) to attend this year's IHLGF. Buzz is very excited about competing against the "very best pilots in the world". There is an article in the March edition of RCSD written by Dr. Clark, about Buzz, Joe Wurts, Gordon Jennings and the current status of RCHLG activity in Japan.

Thanks to Andrew McDonald of Australia, Graham Garner, one of the top F3B and Thermal Duration pilots in Australia, will be competing in this year's IHLGF. According to Graham, RCHLG competition is just beginning in Australia so his attendance at this year's festival will be a rewarding experience for both Graham and the IHLGF.

In addition to our International pilots, pilots from Arizona, Colorado, Utah, Nevada, New Mexico, Texas, Ohio, Washington, Illinois, and of course, California have asked to be put on the mailing list for entry forms.

This year IHLGF will consist of 6 rounds of competition on Saturday, followed by four rounds on Sunday. The top ten pilots, as determined by the 10 rounds of open competition, will compete in a three round fly-off to determine the 1996 IHLGF Champion and

final standing for the remaining nine pilots. All scores will be carried forward from the open rounds into the fly-off. Plaques will be awarded through tenth place and there will be a special plaque for the Junior/Senior Champion.

After the contest on Saturday evening we will adjourn to the Round Table Pizza in Poway to have an old fashioned "all you can eat" Pizza Party. The Pizza Party will cost \$8 per person and includes a variety of pizzas, a salad bar and soft drinks. For those of us who want to celebrate making it through the first day with arm in tact, beer and wine will be available on a "pay for what you drink" basis. CD Steve Condon is planning an "after dinner fun-fly" for those who just can't get enough of a good thing.

An entry form together with the tasks and rules for this year's IHLGF is included in this newsletter. The entry fee for the two-day contest will be \$25. Included in the entry fee will be a complementary lunch on Saturday, sponsored by Airtronics, and a '96 IHLGF T-shirt. Entries will be limited to 50 pilots. *The entry form should be returned, complete with payment, no earlier than May 1.* Entries postmarked May 1 and later will be opened May 15. The first 50 qualifying entries will be accepted.

As you can see from the interest that has been generated from around the world, the 1996 International Hand launch Glider Festival is going to be a very special event. Plan to take part in this historic, championship event.

Flight instructors
wanted: see George
Joy, or Ron Brown.

NEW BEGINNINGS

Marshall Geller

Sometimes I feel like Dick Clark, the world's oldest teenager. He seems to be stuck in a time warp and never changes. For me, it seems like I have been trying to learn to fly sailplanes for a long time, yet I'm still a rank beginner. Actually, it hasn't really been that long, but it seems like forever. After two seasons, I'm still chasing a Gentle Lady around the sky. Sometimes I land in the zone and other times I miss the mark completely. My accuracy has been sporadic. What gives? Am I am simply lacking the necessary eye hand coordination and motor skills necessary to become a skilled pilot, or is it something else? I've been doing a lot of thinking about this and have come to a couple of conclusions.

I stopped flying for a long period of time. Maybe it was six months or perhaps it was longer. I'm really not sure why I stopped. I don't think it was any one specific thing or incident that I can recall. I remember I felt I wasn't learning as fast as I should be learning. I remember feeling frustrated with my progress, or I should say my lack of progress. I knew what I wanted to accomplish on each flight but somehow it never worked out that way. I just couldn't put it all together. It seemed like there were so many things to remember to do in such a short period of time, that I couldn't think quickly enough. I felt myself reacting to situations, always in a crisis mode. It was as if the plane had a mind of its own and I was chasing after it all over the sky. I was constantly trying to correct for what the plane had done, after the fact. I couldn't get ahead of the plane and when I finally did, it seemed to make matters worse by over-controlling. My actions were always out of synchronization and I was forever

1996 International Hand Launch Glider Festival

Schedule of Tasks

Saturday

| Round | Window | Throws | Objective |
|--------------|---------------|---------------|---|
| 1 | 10 | Unlimited | The most number of flights in the following sequence: :10, :15, :20, :25, :30, :35, :40, :45, :50, :55, 1:00, 1:05, 1:10 |
| 2 | 10 | Unlimited | Longest three flights |
| 3 | 10 | Unlimited | Total time. Each launch after first launch incurs 10 sec. penalty |
| 4 | 10 | 6 | Longest five flights, none over two minutes |
| 5 | 7 | 6 | One five minute flight |
| 6 | 10 | Unlimited | A two minute, a three minute, and a four minute flight |

Sunday

| Round | Window | Throws | Objective |
|--------------|---------------|---------------|---|
| 7 | 10 | Unlimited | Most flight time from increasing flights. Must have at least 3 flights. First flight must be at least 15 sec. To receive credit for a flight it must be longer than previously credited flight. |
| 8 | 10 | Unlimited | Longest three flights |
| 9 | 10 | Unlimited | Total time. Each launch after first launch incurs 10 sec. penalty |
| 10 | 7 | Unlimited | Three longest flights, none over two minutes |

Championship Fly-Off - Top Ten Competitors

| Round | Window | Throws | Objective |
|--------------|---------------|---------------|---|
| 11 | 4 | 4 | Three one minute flights |
| 12 | 7 | Unlimited | Total time. Each launch after first launch incurs 10 sec. penalty |
| 13 | 10 | 6 | Longest five flights, none over two minutes |

Rules

1. This is an AMA sanctioned event. AMA rules will apply. Maximum wingspan is 60 inches.
2. Heats will be posted in advance and announced as a courtesy. Pilots are responsible for knowing which heats they are in, and for being ready on time.
3. All heats will be flown man-on-man and scores will be normalized for each group.
4. Time for a flight commences when the model leaves the hand and ends when the model comes in contact with any land based object, including people.
5. There is no restriction on the number of planes a pilot may fly during the contest, provided all planes are on the same frequency.
6. All launches and landings must be made within the field boundaries.
7. Any launch made before the Official Timer declares "launch" or a landing that occurs after the Official Timer buzzer stops, will receive zero flight points for that flight.
8. Mid-air collisions will not receive any reflight consideration. Pilots should observe "Blue Sky" rules.
9. Another person may launch a pilot's model provided the pilot either touches the plane before the launch or touches the thrower after the previous flight is complete.
10. Warm-up and test flights will only be allowed between heats.