

# Sports Page II

## Tossin' it around

Tom Clarkson

### Time for Radical New Designs in HLG's?

With the advent of new very light radio equipment, I have been wondering for some time if it's not time to try some radical new designs in handlaunch gliders. With the new servo's (S-80's) and receivers (Tetris) from FMA, it would be easily possible to build a new design in the 7-8oz weight range. It may be that a new design window is now possible.

What if one targeted a 48" span design with very high aspect ratio wings. Maybe something in the 6" chord range with a fast airfoil. Possibly the 7035 derivative of the 7037 could be a possibility. Or the HQ series that Fred Sage is experimenting with for open class ships. The target would be something in the 3.5 to 4.0 oz/ft<sup>2</sup> at the lighter weight. The fuse could even be smaller than existing designs eliminating frontal area. A design like this could be very efficient, throw high, float well, and have good penetration.

It will be interesting to see if others start experimenting at this design point. I am considering giving such a design a try over the Christmas holidays in time to refine the concept if it works out in time for the IHLGF in June. I don't know if the design will be successful, but I am compelled to try. If anyone else is interested in working with me on the project, please let me know.

I can't wait for the next contest on Dec. 6 and for all of the fun that Mark Navarre (next years HL coordinator) will have in store for us all.

Lastly, I want to thank all of the CD's that helped me out during the year with some great Hand Launch contests and, of course, everyone that participated in the club contests this year, all 32 of you. I know that I have had a blast and I am sure that others have as well.

Happy Holidays. ✈

## Scale Renderings

Gary Fogel

### Scale Soaring in Europe

We have all heard that gliders are more popular in Europe than in the United States. It's probably true for both full-size and scale modelsailplanes. For instance, Germany has a long history of gliding and soaring from the hills near the Wasserkuppe to the southern regions near Stuttgart and Kirchheim-Teck. After World War I, Germans were forbidden from flying powered aircraft and this, in turn, led to a rapid growth of glider pilots. This is a trend that continues to this day.

I have been fortunate enough to visit several historic glider sites in Germany and Switzerland with my father Larry on our own "soaring safari".

Each has their own flavor of soaring, their own personality and "tricks of the trade". For instance, the Wasserkuppe is the only site that I am aware of besides Torrey Pines where hang gliders, paragliders, full scale and models all co-exist. Of course, they are flying from different faces of the same mountain, so the air is a bit less crowded than a Saturday afternoon at Torrey in the spring.

The Wasserkuppe is also interesting for the type of lift that is common there. Model pilots generally throw their 1/4 scale gliders off the slope with little or no breeze in their face. They glide out over the large valley below hoping to catch a thermal. 9 out of 10 times, this is easy to do. On that unlucky launch, there are plenty of fields to land in safely below. In the afternoon, however, the thermals are so strong that a combination of thermal lift and headwinds hit the slopes and you can both slope soar and thermal on the same flight.

Similar conditions can be found near Stuttgart at the Kirchheim-Teck soaring site. However, Kirchheim-Tech has three sites from which to choose

(See SCALE on page 17)

## SC<sup>2</sup> Report

Ron Scharck

### The Future...In Retrospect

First let me congratulate all those TPG members who participated in this year SC2 circuit and in particular, Mike Smith and George Joy who battled to the last landing for the season championship. (A report on the ISS and Season results is located on page 23)

### The Problem

If we continue on the same SC2 path we have been travelling I doubt there will be a circuit within two years. The average attendance this year (eight contests) was 49.5. In itself not a damning factor except that the attendance over the past five years has seen a steady decline. The damning factor is TPG! Of the 49.5 figure, TPG represented 15.3 pilots per contest or 31%. The next closest team, HSS provided 7.3 pilots per contest. The figures become even more skewed when you factor out the attendance of the sponsoring club. On an individual basis, TPG has had 7 of the top 10 SC2 pilots for the past 3 years. Domination does not spur growth but rather regresses it. The SC2 cannot stand many more years of regression

The SC2 use to field 75-100 contestants. What happened to all those people? We out sophisticated and out competitioned the lifeblood of the circuit — the new pilots. We drove them away with equipment they couldn't afford and a competition forum that never afforded them a chance at year-end awards.

### The Solution

Increase attendance! For starters, have two classes — Unlimited and Classic (Rudder, Elevator, Spoiler). The current pilot classifications can be used for both. Present year-end awards to the top three pilots in each category. Cut entry fees to \$5 Find sponsor for year-end awards. Exposure precedes advancement.

What's your opinion? ✈