

NATIONAL MODELING CHAMPIONSHIPS

by LLOYD M. LICHER

The 24th National Model Airplane Championships were held this year at the U. S. Naval Air Station at Los Alamitos, California. The model glider events were held on Friday, Saturday and Sunday, July 22, 23 and 24. Winners in the various events and classes were:

NORDIC TOWLINE—5 Flight Total, 3 Minute Maximum Flight Time:

Junior—David Arne, 730 Franklin Ave., Yuba City, Calif.—13:13.0 Min.

Senior—Fred Wells, 521 W. Magnolia, Stockton, Calif.—14:02.0 Min.

Open—Richard Sladek, 3553½ Union Street, San Diego, Calif.—15:00.0 Min.

LIMITED TOWLINE—3 Flight Total, 6 Minutes Maximum Flight Time:

Junior—Ralph Harmon, 6327 W. 84th St., Los Angeles, Calif.—9:11.4 Min.

Senior—Donald Tune, 1515 S. Rexford Dr., Los Angeles, Calif.—13:25.0 Min.

Open—James Scarborough, 19th Spt. Sq., Kelly AFB, San Antonio, Tex.—13:39.0 Min.

OUTDOOR HAND-LAUNCHED GLIDER—3 Flight Total, 6 Minute Maximum Flight time:

Junior—Ernie Prosch, San Lorenzo, Calif.—8:49.6 Min.

Senior—Edward Schmutz, Napa, Calif.—14:11.3 Min.

Open—Henry Cole, Palo Alto, Calif.—12:04.0 Min.

It is of interest to note that the grand national champion, Willard S. Blanchard, Jr., 31, of Hampton, Va., used a form of trapped vortex turbulator on all of his model airfoils, including the propellers for his rubber powered models. He had read of the theory in SOARING Magazine after having discovered it from a quick fix he'd made to strengthen a wing which performed better than previously. A compromise between that and what was suggested in the SOARING article seemed to give him the edge on the other modelers. It consisted of

(Continued on Next Column)

"FREE FLIGHT"

FREE FLIGHT the monthly bulletin of the **Soaring Association of Canada**, is now greatly expanded.

Pete Stickland is the Editor and your subscription at only \$3.50 per annum, will be received at his address — 36 Westover Hill Road, Toronto 10, Ontario, Canada. We would highly recommend this publication devoted exclusively to motorless flying and the people who engage in it. We would go so far as to give a "money back" guarantee of your satisfaction with "FREE FLIGHT."

The size of this magazine is 5½" x 8½" and is produced very nicely by the photo offset process. The June issue for instance, contains 52 solid pages of text and photos, exclusive of cover and several pages of advertising. Here is a sample of the contents: Editorial, News from the Clubs, News from the U. S. A., Letters to the Editor, The Ballad of Boudreault's Boat, Seventh National Soaring Meet including the rules for scoring etc., The Story of St. Auban, Open Letter to SCSA, Excessive Flight Loads, Dashwood, Picture Parade, The Unpowered Sailplane, and the Adventure of Superclot.

FREE FLIGHT comes along with a good free style of swinging, delightfully informal in places yet with all the dignity that is befitting an official journal for SAC. It is newsy, technically and otherwise informing, folksy, funny and downright fine.

Judging from our own experiences, we would imagine that Pete Stickland and SAC will have something of a handful in keeping FREE FLIGHT up to its present size and excellence. The project deserves every assistance that may be given it by soaring men all over the world. It is a wonderful value in good reading on the subject of gliding and soaring.

(Continued from Previous Column)

one-half inch width sheets of one-thirty-second inch thick balsa glued over the top leading edge of the airfoil, faired in forward but with the sharp step in back. In flight the step generates a trapped vortex which forces transition to a turbulent boundary layer, thus maintaining attached flow over a greater portion of the airfoil.

ALIBI

(Continued from Page 17)

was not that easy. First a strong surface wind over the airport kept drifting me back, and I think we worked three thermals to get away from there. Also, a high cloud canopy shaded over my return route, and it was spoiling any chance of good lift we might hope for.

As we slid under the high stuff, the head wind gradually decreased. 'Alibi' again commenced to slide forward using up her altitude, and no prospects of finding lift up ahead. Nothing to do now but put down the wheel and make a choice of several small fields that were lined up to the right of a long base leg. We start the last turn in on one, only to become aware that we are in zero, so just let her go around the full 360. To our great surprise, we gain 25 feet and smooth too; so back down to business we go, pull up the wheel and work this little lady up to 4,000 feet. Then we cruise along the West slope of our valley in hope that the evening sun will kiss a wheat field hard enough to do us some good.

We never encountered another thermal, so 'Alibi' stretched out as far as possible, every foot of fuel and for a while it looked like we would make it back to that little field North of Hamilton that helped us once before. I believe she would have made it too, but the old Colgate field slid by and looked so good, her pilot did the same old 180, boxed around the field, and the last landing of the Contest was made for us.

John showed in about an hour, and as soon as 'Alibi' was back on her trailer, we sat down to a good evening dinner. I guess we both knew we had won, but the race had been so close, we just could not be 100 per cent sure until all results were in.

That is the way it went Fellows. We went to Elmira to test-hop 'Alibi' and to have a vacation, and came home with the Championship.

I am sure all of you know how very much we value this honor, but there is one thing I value even more, and that is the opportunity to fly with and renew old acquaintances with the grandest guys in the world.

Thank you Gene Miller and John Bierens, for the best in Crews; and to Ben Shupak, Harland Ross and the many others, who sent telegrams and letters of congratulation.