

Updates! to previous columns

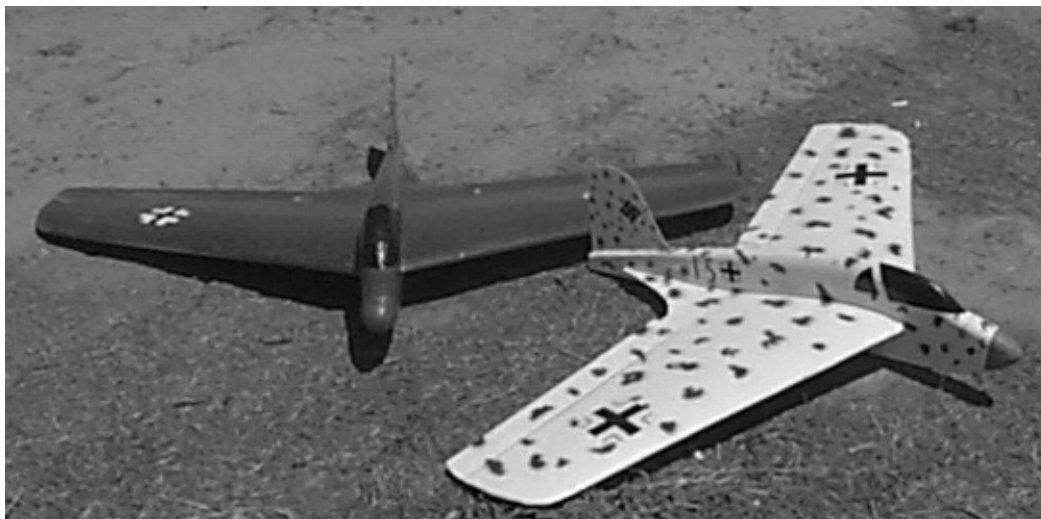
Komets! (July 1996)

When we wrote our column on the “Komet” series in July of 1996, we mentioned the Me 163A as a possibility for a thermalling model. Well, Dave Sanders’ Dave’s Aircraft Works (DAW) and Marc and Richard Webster’s Silent Squadron R/C should both have EPP foam models of the Me 163 available by the time you read this column.

The semi-scale DAW Me 163 was designed by Wade Kloos of the Laguna Niguel Slope Soaring Guild and sports the MH45 airfoil. The fuselage has been “flattened” a bit (but it’s not a profile model); the wing is single taper, like the Me 163B. Light lift performance on the combat slope is said to be fantastic, and yes, it will thermal over flat land!

Sensei John Roe was bungee and hand launching one of the prototypes at a contest in Pasadena on July 27th. For some neat photos of this new Komet, take a look at Sensei Roe’s RC soaring web page at the following URL: http://ourworld.compuserve.com/homepages/sensei_john_roe/ridethew.htm. DAW can be reached by phone at (714) 248-2773, by e-mail at <104271.3352@compuserve.com> or by regular mail at 34455 Camino El Molino, Capistrano Beach CA 92624.

	Dave’s Aircraft Works Model B/C	Silent Squadron R/C Model A
Span	49"	46"
Area	432, 3 ft ²	437, 3.035 ft ²
Weight	18-22	23-25
Loading	6-7.33 oz/ft ²	7.58-8.24 oz/ft ²
Misc.	semi-scale MH 45 airfoil	scale carbon spar system
Price	\$59.99 plus shipping	\$64.95 plus shipping



Two DAW Me 163 Komets ready for combat.

Silent Squadron R/C now makes a scale Me 163A. It, too, was demonstrated at the Pasadena two day event. The plane was being zip launched with a 5/8" x 25' bungee, and launch height exceeded that of the contest winches. The plane is capable of speeds in excess of 100 miles per hour off of the zip start, aided no doubt by its sturdy 1/4" carbon spar.

The Silent Squadron kit comes with the fuselage cut in profile and plan view, and needs about a half hour of sanding to shape properly. The wingspan and fuselage length and width are scale. This "Komet" will thermal, too! Contact Silent Squadron RC by 'phone at (805) 297-3948 or by mail at 22912 Frisca Dr., Valencia CA 91354.

Trick R/C's "Zagi LE" (January 1997)

The ZAGI-LE has to be one of the most successful RC glider designs in a very long time. The Zagi is a constant topic of discussion on the RC Soaring Exchange, the e-mail list run by Mike Lachowski with the facilities of *Model Airplane News*, and a large number of ZAGI kits have been sent overseas to both Europe and Japan. It seems to get rave reviews everywhere it goes!

Paul Clark, who flies off a river retaining wall in Japan, constructed one using every trick he could think of to keep the weight down. Guess where Paul and his son, taking a break from college, went as soon as they had the opportunity?

We've heard of people making double and triple size ZAGI slopers, and there's a small contingent who take their ZAGIs out for flat field flying using

just the rubber tubing from a high start to get into the air — it's called zip launching. While this method can put some extreme loads on the airframe, the ZAGI seems to be up to it.

Trick R/C, Jerry Teisan, 938 Victoria Ave., Venice CA 90291. To order call (310) 301-1614. You can find also send e-mail to <Zod@zagi.com>, or find Trick R/C on the World Wide Web at <<http://www.zagi.com>>.

NASA/McDonnell Douglas X-36 "Backgrounder" (May 1997)

The X-36 flew for the first time on 17 May 1997. The flight lasted about five minutes, and the X-36 got to an altitude of around 4,900 feet. Reports stated the flight went very smoothly, with no surprises. In fact, its "flyability" was praised by those involved.

We also received an e-mail message from Al Bowers stating the canard surfaces do in fact move. They are used to control the airflow over the wing



The NASA/McDonnell Douglas X-36 remotely piloted aircraft lifts off on its first flight. The aircraft flew for five minutes and reached an altitude of 4,900 feet. The flight took place at NASA Dryden. NASA photo by Carla Thomas.

during landing. The picture included in our column in the May 1997 issue of *RCSD* does show the canards rotated to a very high angle of attack during taxi trials.

Dennis Weatherly's "JackWabbit" (July 1997)

In June we had the opportunity to meet Dennis Weatherly and watch his "JackWabbit" fly. What an exciting experience!

The "JackWabbit" has only a 30 inch wing span, and so Dennis keeps it relatively close by. The problem is that it is so darn fast! Dennis really put the "JackWabbit" through its paces, doing loops and rolls, Immelmans and high speed passes. The special 5x5 prop hauls that little devil around the sky as though it were on rails.

When we spoke with Dennis he talked seriously about furthering the development of the "JackWabbit" — making a more streamlined fuselage and perhaps trying a thinner section than the EH 2/10 used on the original. He was certainly enthusiastic about its potential in Speed 400 pylon racing. We'll keep *RCSD* readers informed of future "JackWabbit" developments.

Jim Keller's "Zephyrus" (August 1997)

Jim Keller's "Zephyrus" is still going strong. He's added ballast as the winds on his slope have become seasonally stronger, and his "Zephyrus" now weighs 22 ounces.

Jim had an interesting experience with his "Zephyrus" a while back. It went into a spin half way through a loop. This brought back our memories of some very strange gyrations performed by one of Alan Halleck's wings while flying on the Columbia River gorge.

Alan was flying his swept wing with a moveable CG. When the CG was forward, the glider had no problem at all completing loops. But when the CG was moved back, the 'wing would quickly roll upright at the top of a loop. It would also enter a spin, something it would not do when the CG was forward. The only way to recover from a spin was to quickly move the CG forward again and hope there was room to recover.

The behavior of Jim's "Zephyrus" exactly matches that of Alan's 'wing at the Columbia gorge that day. Such experiences point out the necessity of accurately placing the CG relative to the neutral point. While performance improves as the CG is moved back, there is a rear limit, and it's always forward of the NP.