Radio Controlled
Soaring Digest
September 2018
Vol. 35, No. 9

CONTENTS

September 2018
Vol. 35, No. 9

Front cover: Andy Meade's impressive 72" span Vulcan, built from the South Herts Models plan, at the 2017 Power Scale Soaring Association event held at Lleyn Peninsula in North Wales. The semi-recessed Blue Steel stand-off bomb makes a perfect launch grip! She looks every inch like the full size in flight. Photo by Phil Cooke.
Canon EOS 7D, ISO 250, 1/1250 sec., f5.0, 210 mm

Back cover: ASW20 at sunset. Photo by James Clarke.

R/C Soaring Digest

The journal for RC soaring enthusiasts

September 2018

Volume 35 Number 9

Managing Editors, Publishers — Bill & Bunny (B²) Kuhlman

Contact — bsquared@rcsoaringdigest.com
http://www.rcsoaringdigest.com
Yahoo! group: RCSoaringDigest
FaceBook: https://www.facebook.com/RCSoaringDigest/

R/C Soaring Digest (RCSD) is a reader-written monthly publication for the R/C sailplane enthusiast and has been published since January 1984. It is dedicated to sharing technical and educational information. All material contributed must be original and not infringe upon the copyrights of others. It is the policy of *RCSD* to provide accurate information. Please let us know of any error that significantly affects the meaning of a story. Because we encourage new ideas, the content of each article is the opinion of the author and may not necessarily reflect those of *RCSD*. We encourage anyone who wishes to obtain additional information to contact the author.

———

Published by B²Streamlines
http://www.b2streamlines.com
P.O. Box 975, Olalla WA 98359

———

RC Soaring Digest is published using Adobe InDesign CS6

In the Air

In addition to being entirely reader-written, *RC Soaring Digest* is one of the few magazines available today, whether printed and mailed or distributed digitally, which does not have paid subscribers. Rather, all published issues are available immediately at no charge to anyone with an interest in RC soaring, no matter their location around the world. Additionally, ALL editions of *RCSD* from the very first printed copy, January 1984, are freely available as downloadable PDFs through the Archives section of the web site at <https://www.rcsoaringdigest.com/pdfs/>.

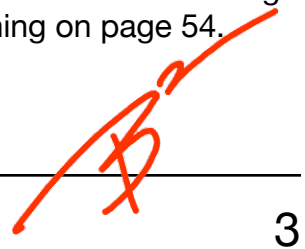
Instead of a paid subscriber base, *RCSD* relies solely on donations for its income. All monies received are used to cover ISP hosting expenses, hardware and software updates and the other expenses involved in the publication and distribution of the magazine.

Donations are accepted through the PayPal button on the home page of the *RC Soaring Digest* web site <https://www.rcsoaringdigest.com>.

This edition contains a plethora of great photos and the usual eclectic collection of articles from a variety of sources which we hope will attract your attention, hold your interest, and propel you into action.

Our excitement during production of this issue was tempered by the loss of world famous *RCSD* author Gordy Stahl on August 9. We encourage everyone to read the comments of other RC soaring enthusiasts concerning Gordy's passing beginning on page 54.

Time to build another sailplane!



PRANDTL Interns 2018
Pressure System Flight

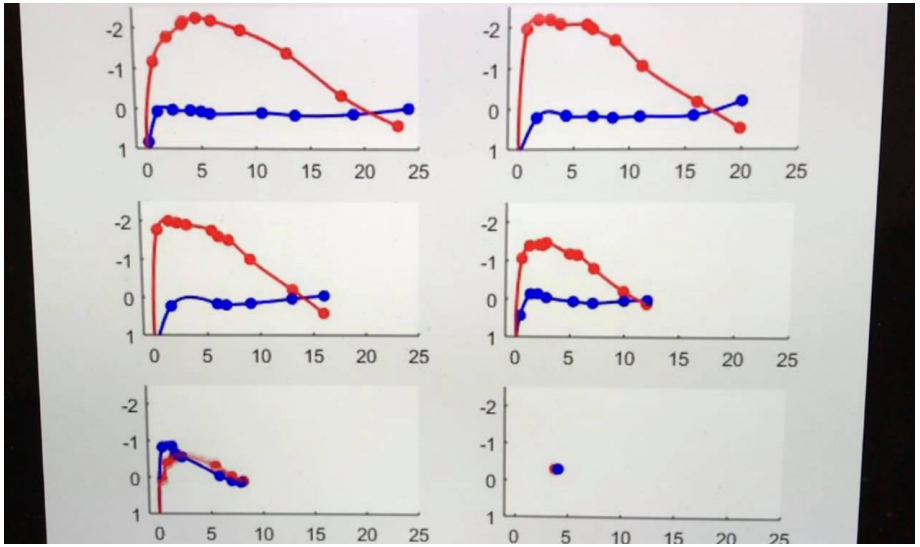
<https://www.youtube.com/watch?v=WnZ1b4c36GU> and
Al Bowers, via the Horten Flying Wing Believers FaceBook page

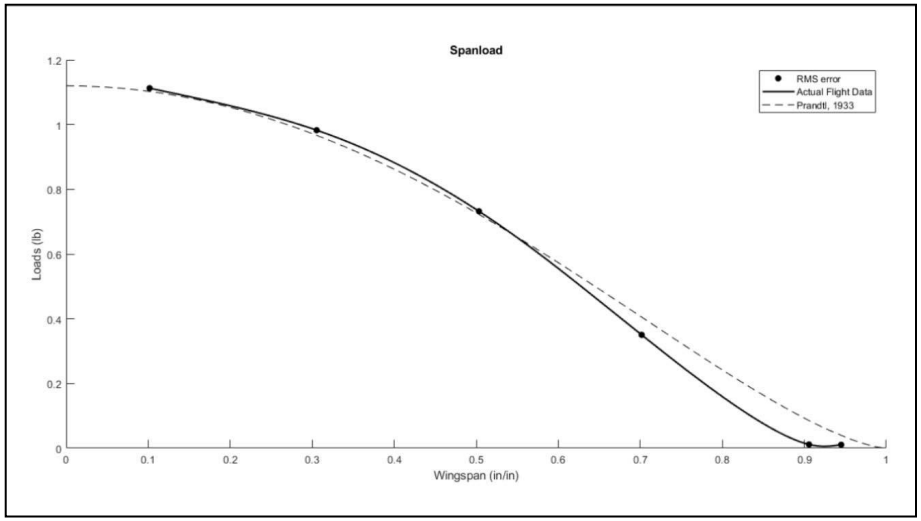
A flight series Aug. 1, 2018 at NASA's Armstrong Flight Research Center in California demonstrated their system could measure pressure from the surface of the aircraft's wing, providing additional evidence that a wing design method using twist can dramatically increase aircraft efficiency.

Upper: Uncalibrated raw wing pressure data (courtesy of Deborah Jackson, Rachel Suitor, Abby Waddell, Tori Hawkins, Lydia Hantsche, Noah Edwards, Than Boisjolie-Gair)...

Thomas Bunce asked, "The individual graph makes me think it's spanwise with the pressure reversing at the outboard locations, but the sequence of graphs makes me think it's chordwise since it goes to a single point at the tip." Al Bowers replied, "These are chord-wise cuts. 1 is at 0.1 of span (near the centerline). 2=0.3, 3=0.5, 4=0.7, 5=0.9, and 6=0.95 (near the tip). Red is upper surface, blue is lower surface. Integrate and you get local lift. Multiply by local chord and you get local circulation..." Also, "Vertical units are coefficient of pressure. So impact pressure at leading edge (stagnation point) must equal 1x dynamic pressure. Horizontal axis is inches of chord, from the leading edge..."

Lower: Integrated wing pressures (uncalibrated raw) spanload compared to Prandtl 1933 exact solution spanload (courtesy Deborah Jackson, Rachel Suitor, Abby Waddell, and Tori Hawkins)...





Slingsby Type 13 *Petrel*

Chris Williams, c_williams30@sky.com
Photos by the author and Geoff Crew

There is a two-pronged approach to coping with the lack of suitable flying conditions when it comes to flying scale on the slope. One, as I have previously detailed, is to shove a motor up the front: but what if local regulations prohibit such a wheeze?

The alternative is to build something smaller, such that, if the wind is light, the model can be hurled off and flown back and forth briefly, and landed without fuss on the side of the hill if the lift is not forthcoming.

To those of advancing years, the advantages of an easy-to-carry and convenient-to-transport model will be self-evident. This was the motive for designing one of my latest creations, the Petrel at one-fifth scale. At just under 3.5m span, and weighing in at under 9 lbs, even less mobile amongst us should find a model size easy enough to self-launch.

Starting from scratch, I was fortunate indeed to have the use of Vincent Cockett's immaculate and carefully researched drawing of the Petrel. (This and many other drawings are available for download on the Scale Soaring UK website)

The fuselage is straightforward and traditional: one half is built on the board (See Figure 1), which is then removed and the other half added.

But it's the wings I would like to concentrate on, because after a lifetime of gull-wing building, I like to think I have finally come up with the perfect gull wing. In essence, there are no joins at all at the gull break, the only joins being out near the tip due the insufficient reach of stock lengths of wood.

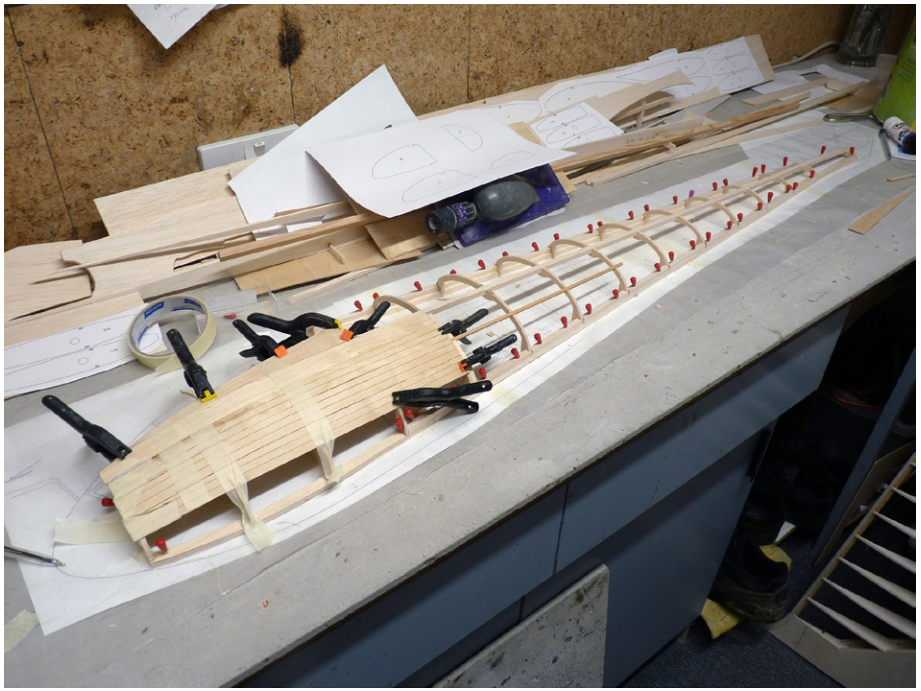
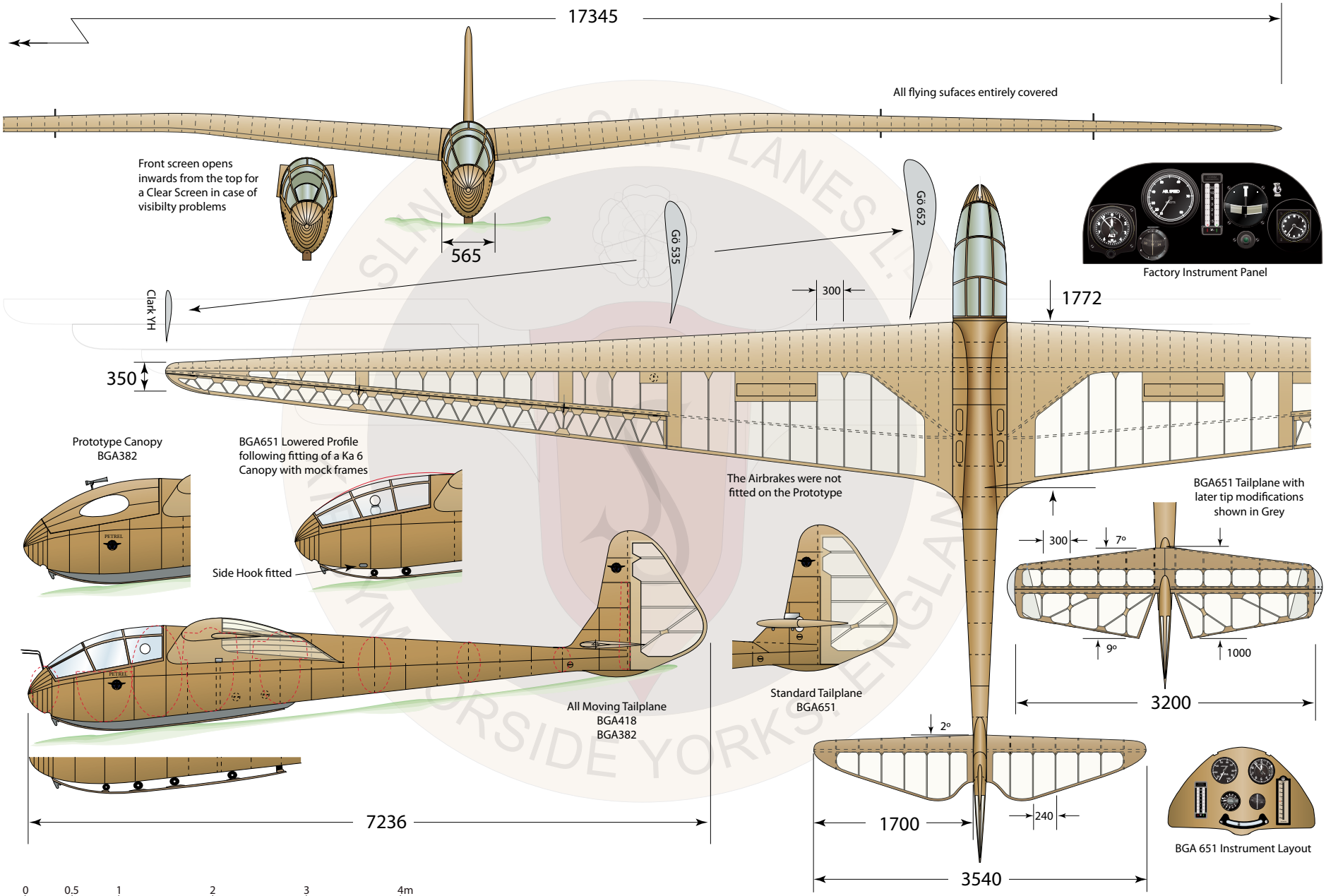


Figure 1. Traditional half-shell fuselage construction.

The process was first started during the build of the 7th scale Gull 4 and the Goppingen Wolf, and has been adapted for the Petrel. So, let's see how it's done…



Drawn by: Vincent Cockett - 2013 ©
Mod: 2016, 2017

Slingsby Type 13 'Petrel' - 1939

Vince Cockett's highly detailed drawing.

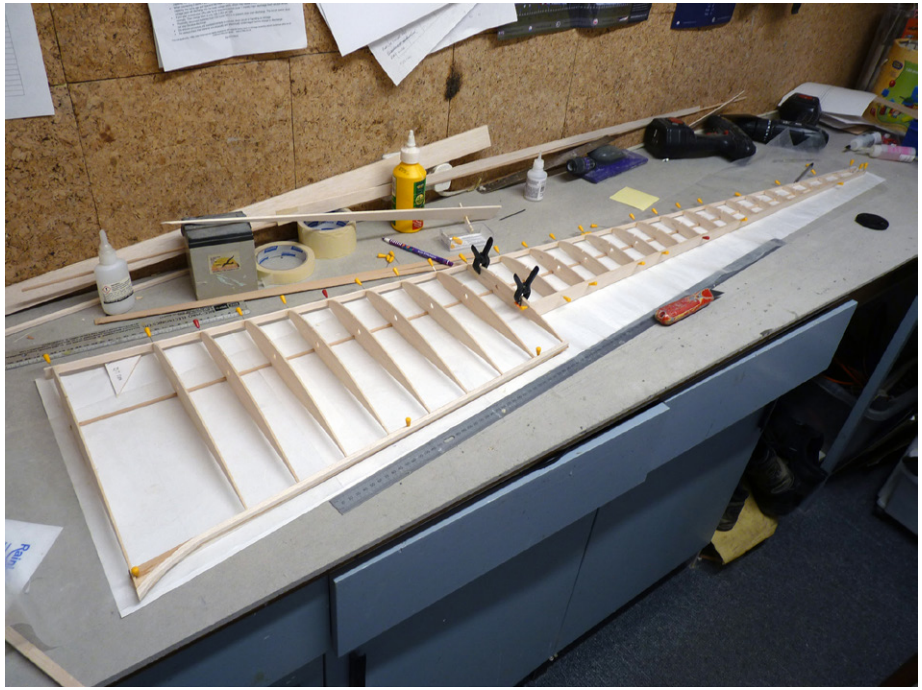


Figure 2. Wing at first built flat on the board.

Figure 3. Wing laid up on jigging supports.

Figure 4. Top spar and a few ply web plates added.

The lower spar and the trailing edge are initially pinned flat over the plan. (See Figure 2) The 3mm sq. spruce spars might initially seem to be of insufficient cross-section but all will be revealed. The ribs, aileron spar and false LE are then added, still with the wing flat on the board.

Now, the lower spar and TE are raised up on triangular jigs to achieve the correct anhedral angle, and then the top spar added. (See Figure 3)

At this point a half dozen or so 0.8mm ply webbing plates are glued in place to lock the spars together. (See Figure 4)

With the wing now removed from the board, the remaining ply plates are added.

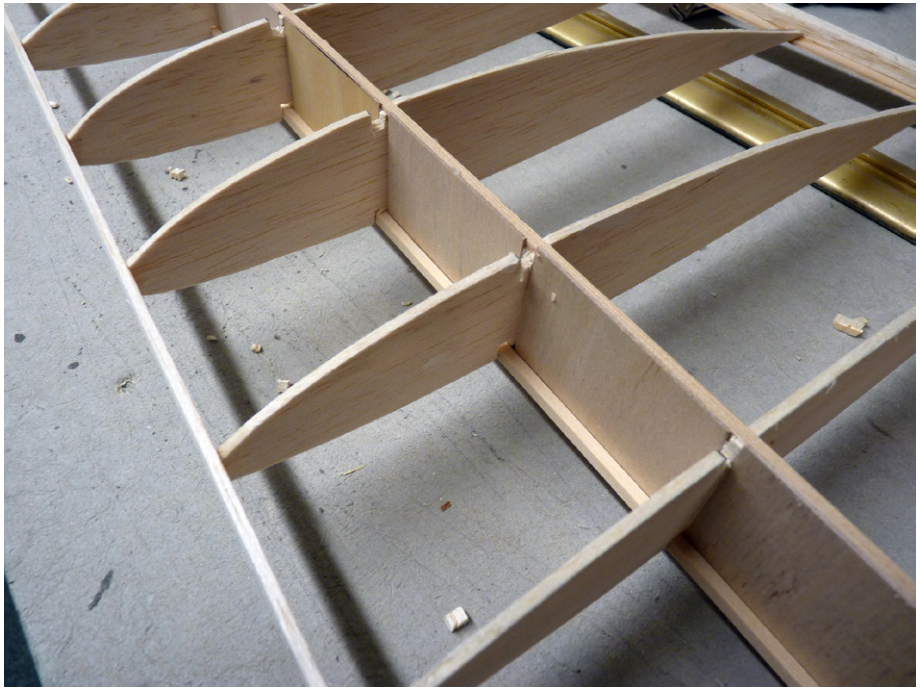


Figure 5. Sub spar slots retro cut.

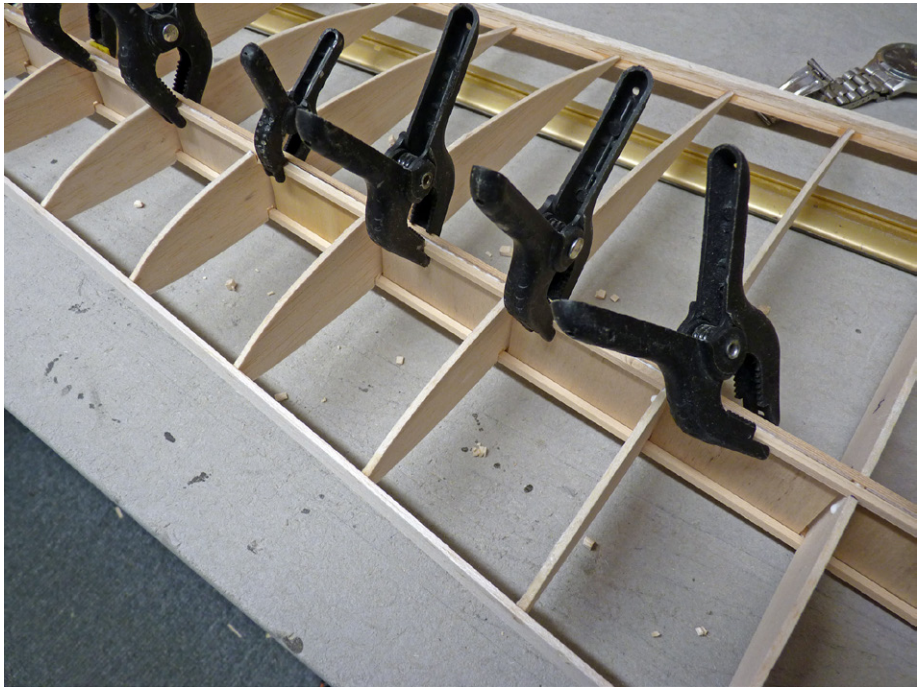


Figure 6. Sub spars added to form H-beam.

Now for the cunning bit: 3mm sq slots are cut in front of the webbing plates (See Figure 4) and a secondary 3mm sq spruce spar glued in place. (See Figure 5) What we now have is a spar constructed in the classic H-section, so beloved of engineers, and which I can report is very strong!

Skipping over the wing joiner box arrangements, the lower surface of the D-box section is sheeted with hard 1.5mm balsa, which is easily fitted in one piece. Now the wing is placed on its jigging supports (See Figure 7) and the top sheeting added, which, with a little wetting up at the gull join, can also be fitted in one piece. (See Figure 8)

The result is a very light, yet at the same time very strong wing (around 20 ozs when covered and servo'ed up)

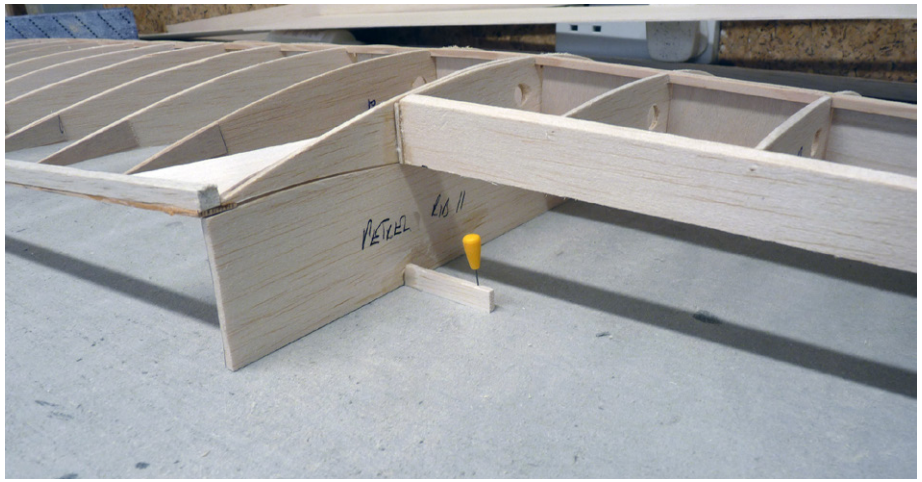


Figure 7. With the lower sheeting in place the wing is placed on the jigging supports.

Figure 8. Top sheeting added.

Figure 9. The completed airframe, ready for covering.

It might seem a shame after all the foregoing, that the ply-covered fuselage came out rather heavy, needing a fair bit of avoirdupois in the nose.

The final wing loading came out roughly at around 19ozs per sq ft, no mean feat for a small model. The wings and AMT are covered in film, the fuselage covered in Solartex and painted with 2-pack paints.

So, after all that, how did she fly? Pretty darn good, and those aren't just my words, even the local F3F brigade seemed impressed. The Petrel has a wide speed range, and the flight pattern is smooth at all speed, helped no doubt by the weighty fuselage. Handing the transmitter to my buddy Motley Crew, I saw that he, too, was impressed, as I had to give him a Chinese Burn before he would hand it back!

Despite the narrow tips and the fact that the HQ section requires no washout, low speed behaviour is perfectly safe, and the coupled up-going ailerons and spoilers together allow for a very rapid descent.

In conclusion, then, I have found that, rather than automatically reaching for one of my E-Assist machines when the wind refuses to blow, I am perfectly happy to grab the Petrel, throw her off, and see what's what.

If, as it seems likely, that the changing weather patterns mean less in the way of hill lift, then I am fully prepared for the future…!

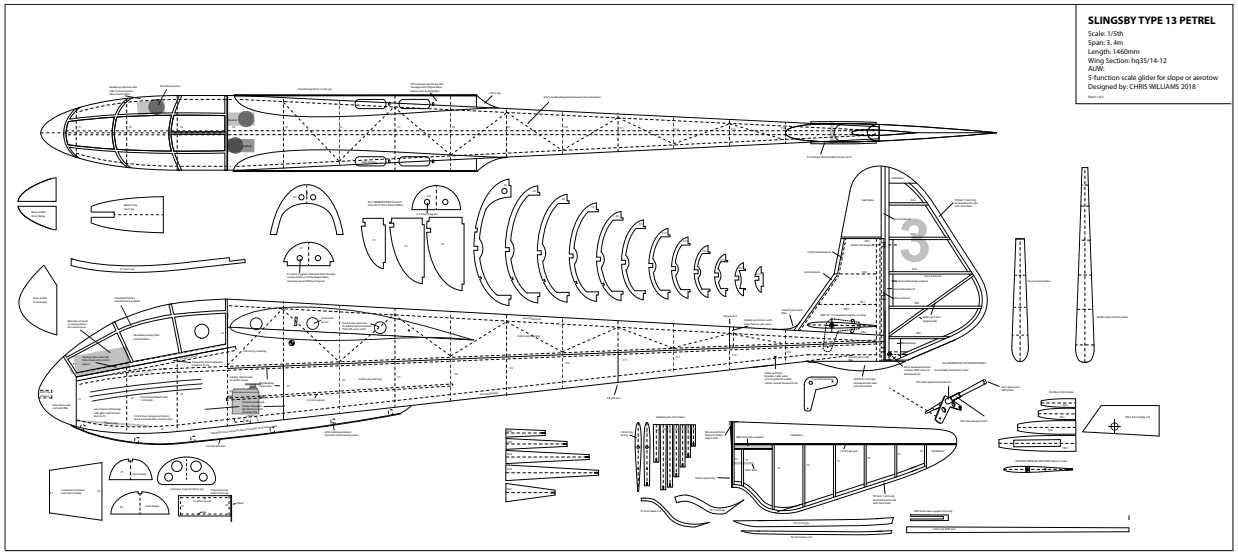
Chris and his 1:5 scale Petrel at White Sheet.

The Petrel in action at White Sheet.

The Petrel in action at White Sheet.

Slingsby Type 13 Petrel

Scale:	1:5
Span:	3.47m
A.U.W:	8.5 lbs
Wing section: :	HQ35/14 Root, HQ35/12 Tip



CAD drawn plan for the Petrel.

The Petrel in action at White Sheet.

Flying like butterflies

Text and photos by Elia Passerini, eliapasserini@valdelsa.net

As usual, for the past six years, this year in the last week of June there was a model flight demonstration on a slope for gliders on Monte Cucco, a mountain that rises between hills and mountains on the border between Umbria and Marche in the center of Italy.

I am reminded of an old way of saying “as old as the cuckoo” and in fact the mountain is certainly an ancient relief at the geological level, high and silent with an obvious crest with grassy and steep sides.

We quickly climbed up from Sigillo and after several bends and a dirt road that crosses the woods we arrived on the field of flight that is on a ridge two sides below the tip of the mountain.

You fly on the north side and on the lawn there are planes with large wingspan, others smaller, modern and other vintage.

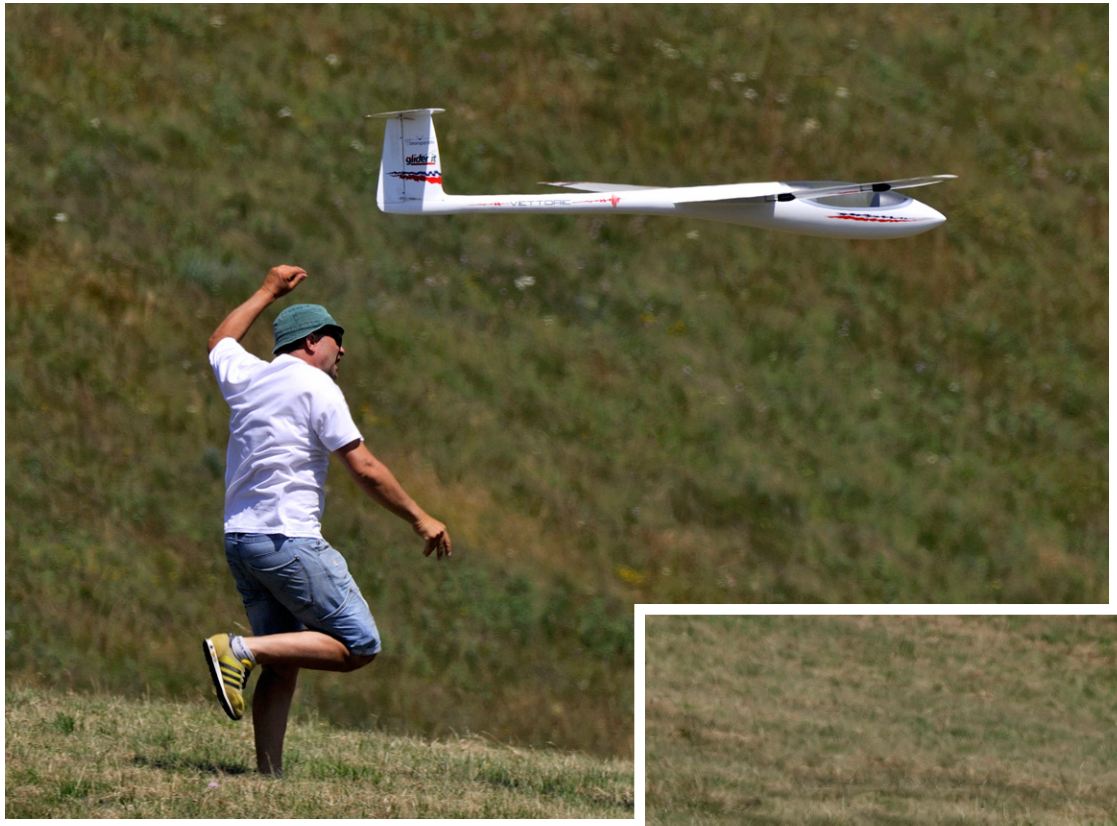
All around blades of grass and wild flowers swing in the wind while endless colorful butterflies chase each other, get up and do aerobatic flights alone or in small groups.

After the briefing also the planes get up in flight and are two, three, even six at a time and for the colors and the aerobatics recall the shapes and the flight of the butterflies.

And is not called a butterfly landing system? !!

On the sides of the slope you go up and up there the view is magnificent, it looks like a natural theater and is a perfect place to photograph the whole.

The 6th International Slope Meeting is organized by the Volo In Pendio Aeromodelling Association, under the patronage of the Umbria region, the municipality of Sigillo and many technical sponsors. There are a hundred models and some are new.



Beautiful! The new “Vettore” designed and built by the staff of “VoloinPendio” in collaboration with Giuseppe Ghisleri. Wing span 4.00 m and 5 kg weight.

Vettore is also the name of a marvelous mountain also a flying field, martyred two years ago by catastrophic earthquakes in central Italy.

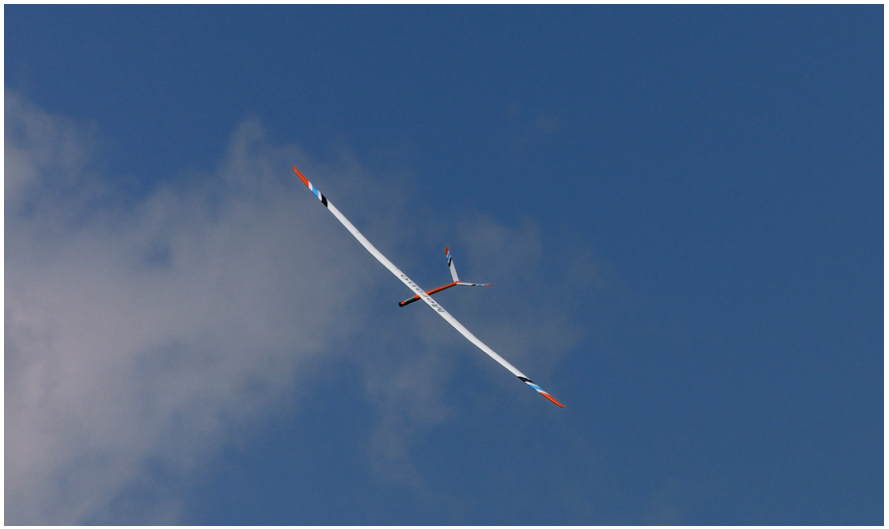
Another project of the same group is a very interesting model: its name is "Grecalis" in the wind. The Graecalis is an acrobatic glider of excellence and produced in series Full Composites in version 3.0 (3 meters). In oridine of flight its weight is of Kg. 5.200

The wing designed entirely in cad 3d with the BEX1809 profile, the result of the commitment of Claudio Becchetti (Aeromodellist and friend of Perugia).

And one more Duo Discus.

Two Saltos. Scale air brakes operating on one, while bright orange fluorescent paint makes the other really stand out.

The German company Flight-Composites presents many models including the "Nubis" (this page) with a 5,95 m span, "Merano" (top of opposite page) 4.38 m span, and "Sciliar" (bottom of opposite page) 3.30 m span.




Schlaa

Beautiful model the “X-Bhyon” by Luca Falivena produced by the company X-Model based on a project by Giulio Cornia. It is a high performance aerobatic glider that allows you to take altitude even in the presence of non-exciting conditions, a result obtained with a generous wing surface, a modern thin wing profile that exploits the variation of camber in the various flight phases.

The STD version has a flying weight of about 5.8 kg (which drops to 5.2 using the optional carbon bayonet).

Wingspan 3.20 m, length approximately 1.6 m, flying weight from 5.2 kg.

This page and top photo opposite: X-Bhyon by Luca Falivena.

Giulio Cornia's X-Bhyon.

My attention is attracted by a well-tended reproduction of a Duo Discus by Walter Pozzecco. This is a large model with a span of 5.33 m. Its flight is very realistic and looks like a true Duo Discus.

Another Duo Discus, this one by Giuseppe Ghisleri with his friend Nicola Bobini.


D-15-818


D-15-818

A beautiful reproduction of the “Rhönbussard” by Stefano Corno.

A successfull bungee launch.


D-7775
FALCON

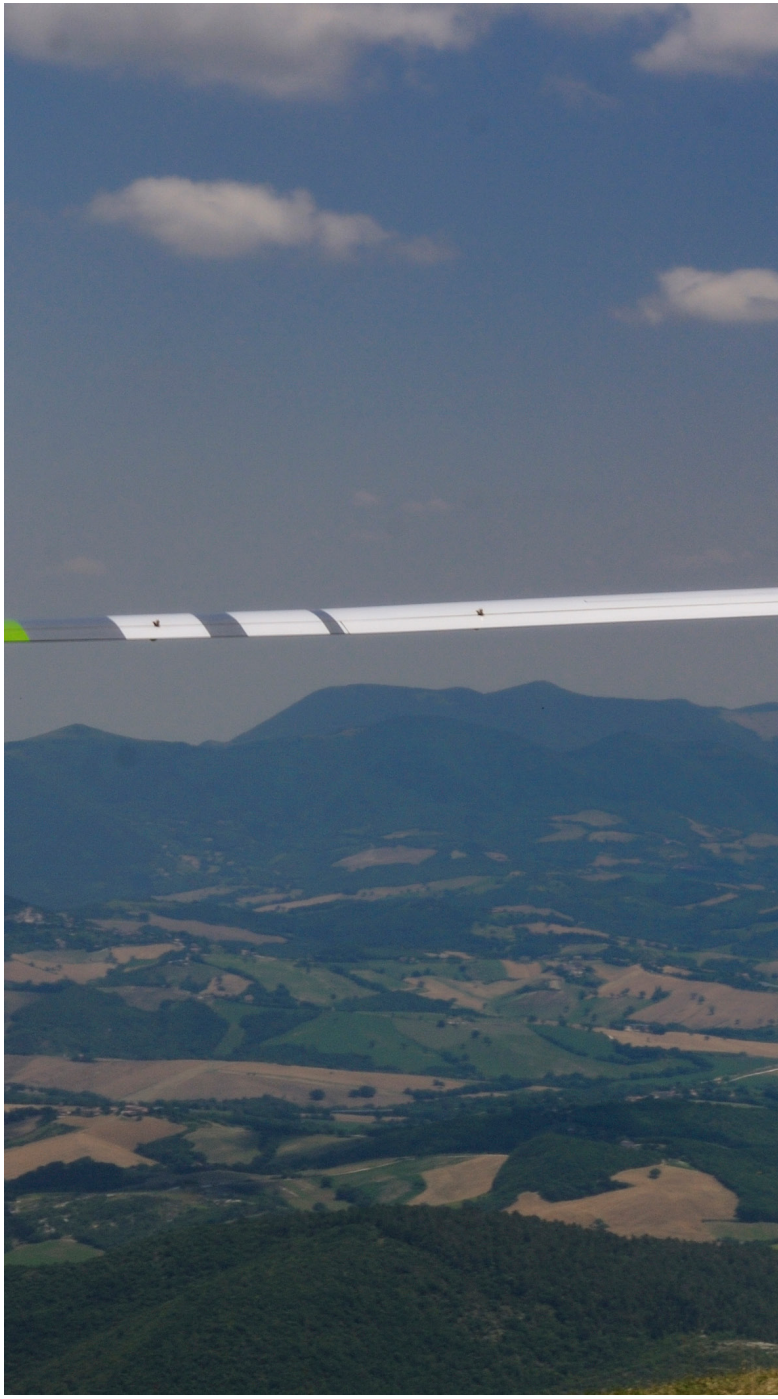
A beautiful Arcus, 6.00 m span, 11 kg.


KARC
POLIZIA MUNICIPALE

A large scale Scud II.

The little Minimoa by Angelo Bevilacqua.

Ka 3 by Roberto Menegazzi.



Above: A color scheme which looks as though it was influenced by Pieter Cornelis "Piet" Mondriaan's Composition II in Red, Blue, and Yellow.

Right: No need for a breeze against the slope if you can use a motor to travel out to a thermal generating valley.


Flight-Composite
High-Tec-Models

The RoPa 140, a sailplane of the 1950s by Franco Vallani.

Tristano Perotta's Sproule-Ivanoff Camel.

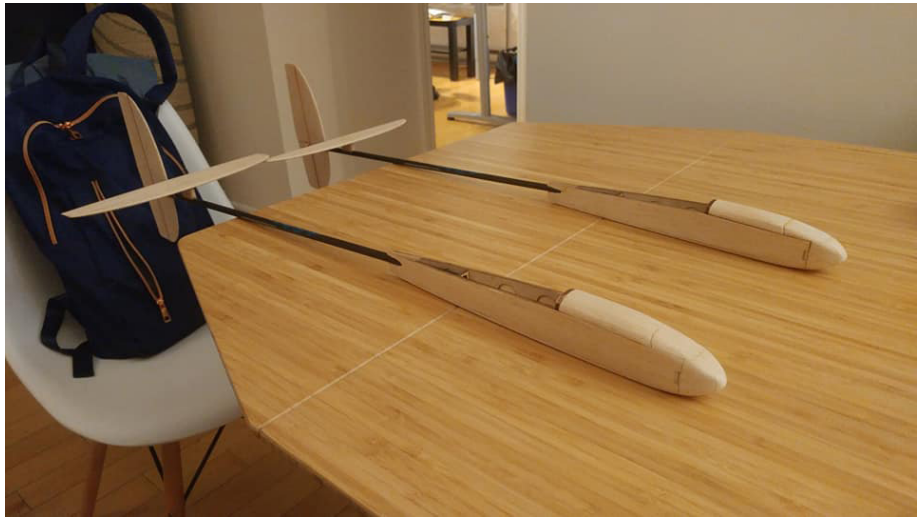
Throughout the morning I wander through the models, taking lots of photos. I'm interested in the vintage models, and I meet many friends and we exchange ideas and projects.

In the afternoon the wind that is the real pulsating engine changes and falls; now it is difficult to fly. Despite this, some courageous pilot still insists, while others gather to talk and discuss. Perhaps it is closing for today.

And this is the beauty of the flight on the slope, no mechanical noise, only the breath of the wind, the beating of wings of butterflies and the perfect harmony with nature.

Designing the fuselage for a one meter DLG

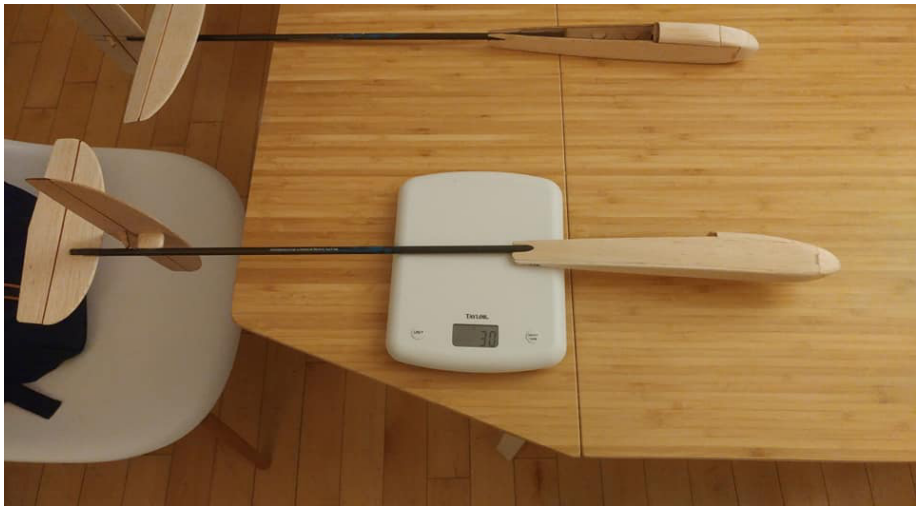
Joaquin A. Rodriguez Huerta, jrhuerta@gmail.com

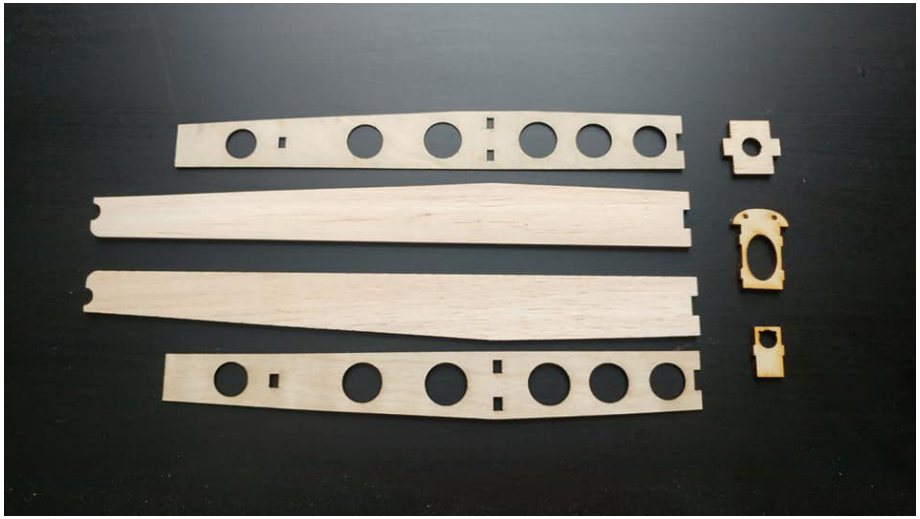


In the August 2018 edition of RCSD *Joaquin detailed his parametric pod design. This month he tackles the design of another RC-HLG/DLG fuselage...*

These are some pictures of a design I've been working on for a 1m DLG pod. All surfaces are 3mm balsa, doublers are 0.8mm plywood and formers 3mm plywood. Booms are 500mm arrow shaft weighing 500 grain.

Two fuselages have been built so far. As you can see in the photos below, the fuselage, boom, and tail assembly have a total weight of 32 grams (photo at lower left) and 30 grams (photo at lower right).

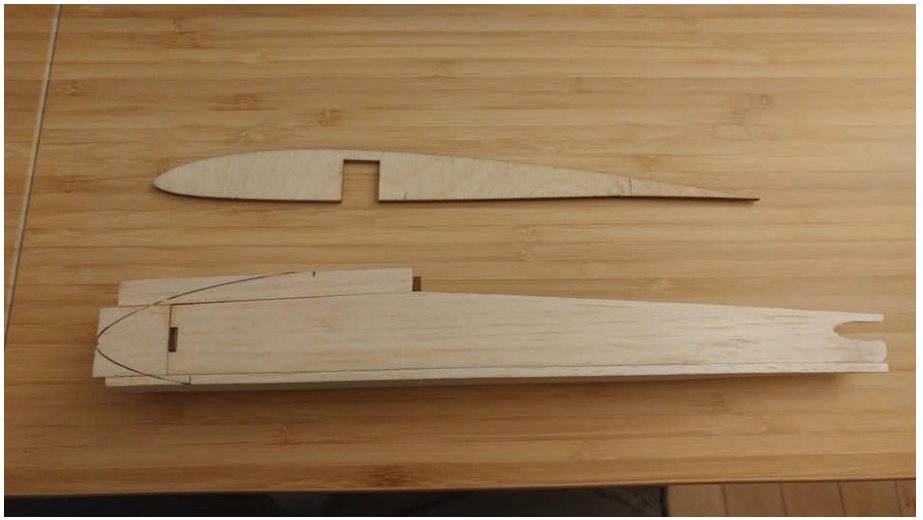




Fuselage pod parts — sides, doublers, and bulkheads.

Fuselage construction started. Sides and doublers put together, front two bulkheads installed.

Nose block attached and hatch put into place, rear bulkhead installed and rear of fuselage brought into appropriate taper.



Fuselage box constructed completed. A bit of shaping is all that's needed to finish.

Making the flexible elevator hinge.

Stabilizer/elevator mounted to boom.

Vertical fin and rudder hinged and mounted.

Roll Clouds

We are fascinated by clouds and we've been using various cloud formation images as the background for the contents page of *RCSD* for years. While many of the photos which have appeared on page 2 and page 3 have been shot locally here in Western Washington, we've also received photos from readers residing in distant locations. Regardless of the source, we've always found the formations to be fascinating.

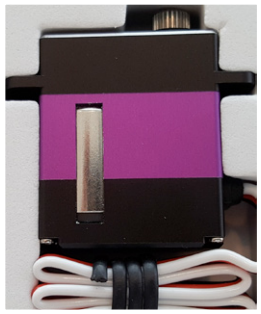
We've frequently seen what are probably the more common types of cloud formations - everything from those sparse high whispy types to the flat-bottom monsters and their associated cloud "streets" which indicate vast amounts of thermal activity. But we'd never seen roll clouds until we saw the photographs posted on the Virgin Australia FaceBook page early last year. We kept those images, shown at right, in a folder for possible future use. Last month we came across another roll cloud image, again via FaceBook. With that new photo as an impetus, we couldn't wait to share with *RCSD* readers.

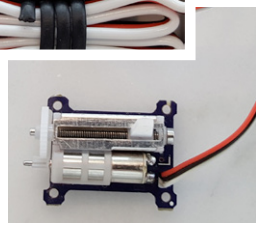
Virgin Australia tweeted images, shown at right, of almost perfectly straight rows of white clouds laid out below a plane flying across the Great Australian Bight. "These incredible cloud formations were seen on board VA714 from Perth to Adelaide." These clouds "can form anywhere on the continent (of Australia) but they are only called the Morning Glory when they form across the Gulf of Carpentaria," Neil Bennett, a Western Australian spokesman for the Bureau of Meteorology, told news.com.au <https://tinyurl.com/ydyvltft>.

The photo on the opposite page was posted on the internet as well, and with a bit of investigation we found it originated at television station WMC in Memphis Tennessee <https://tinyurl.com/y95vyg58>. Ron Childers, Chief Meteorologist, describes how roll clouds are formed and provides other interesting bits of information as well.


ROAD
CLOSED

Bill Pettigrew, Coogee WA Australia





A26CHR, A20CHS, C1.5CLS

Next edition...

Complete and detailed reviews of three new servos from Hobby Club. The A26CHR is a thin wing servo, the A20CHS is of the standard configuration, while the C1.5CLS is an extremely small servo designed for smaller aircraft. Photos closely approximate full size.

Bob Dodgson

AMA Hall of Fame Inductee

Peter Becker recently forwarded the following message from the Academy of Model Aeronautics:

"A noteworthy panel of past AMA presidents and representatives from all AMA Districts selected your nominee, Mr. Robert Dodgson, as a recipient of the 2018 Model Aviation Hall of Fame award. This annual award is given to a select few modelers who have, over the years, contributed outstandingly to the promotion, development, and advancement of aeromodeling in the United States."

Bob's name will be added to the perpetual plaque displayed in the lobby of the AMA's National Model Aviation Museum in Muncie, Indiana.

Announcements will appear on the AMA web site, <modelaircraft.org>, in AMA Today, in the In the Air section of *Model Aviation* magazine, and on AMA Air. These announcements will happen in January, 2019.

Richard Hanson, AMA President
Jerry Neuberger, Hall of Fame Committee Chairman
Erin Hobbs, Marketing Partner Lead

Slope Soaring Candidate

EF 2000 Eurofighter

The EF 2000 Eurofighter is the result of the collaboration of four European nations: Germany, the United Kingdom, Italy and Spain. Carrying the moniker “Typhoon,” the aircraft is a twin-engine delta-wing planform with foreplanes (canard). It is designed as a close air fighter with surface attack capability and is designed for prolonged speeds greater than Mach 1 without the use of afterburner.

The Eurofighter program began in 1983 under the Future European Fighter Aircraft program. The program initially brought together the United Kingdom, France, Germany, Italy, and Spain. France left the project early on and went on to develop the Dassault Rafale.

A demonstration aircraft, the British Aerospace EAP, flew in 1986, but because of technical difficulties and political turmoil it took until 1994 for the first prototype of the Eurofighter to take flight. The name Typhoon was adopted in 1998, and the EF 2000 entered operational service in 2003. It is to remain in operational service until 2040.

The EF 2000 Typhoon is considered stealthy as it features a low front radar cross-section, passive sensors, and supervise ability.

The aircraft is aerodynamically unstable and so has a high level of agility, low drag and enhanced lift. Control is through a computerized fly-by-wire system which necessarily includes artificial stabilization. Control surfaces include elevons (roll), foreplanes and elevons (pitch), and rudder (yaw). An ALSR (automatic low-speed recovery) system provides the pilot with both visual and audio low speed warnings; it can automatically take control of the aircraft from the pilot and return the aircraft to safe flight.

The EF 2000 Typhoon is currently in use by the air forces of at least eight countries.

Web pages of interest:

http://www.leonardocompany.com/en/-/eurofighter-typhoon

https://www.airforce-technology.com/projects/ef2000/

https://en.wikipedia.org/wiki/Eurofighter_Typhoon

https://en.wikipedia.org/wiki/Eurofighter_Typhoon_variants

https://fas.org/man/dod-101/sys/ac/row/eurofighter.htm

http://www.combataircraft.com/en/Military-Aircraft/Eurofighter/EF-2000-Typhoon/

https://www.globalsecurity.org/military/world/europe/eurofighter.htm

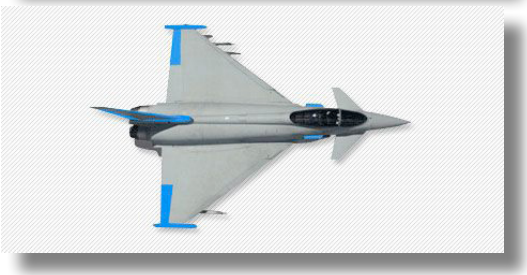
http://www.defenceimagery.mod.uk/fotoweb/

https://www.eurofighter.com/the-aircraft

• carbon fiber composites (70%): main wing and the majority of the fuselage,

• glass-reinforced plastics (12%): fuselage nose, main wing leading edge at the root, and a portion of the vertical surface,

• aluminum lithium alloy: outer elevons and wing tip structures, vertical surface root, protruding surfaces on upper fuselage side between canard and wing leading edge,



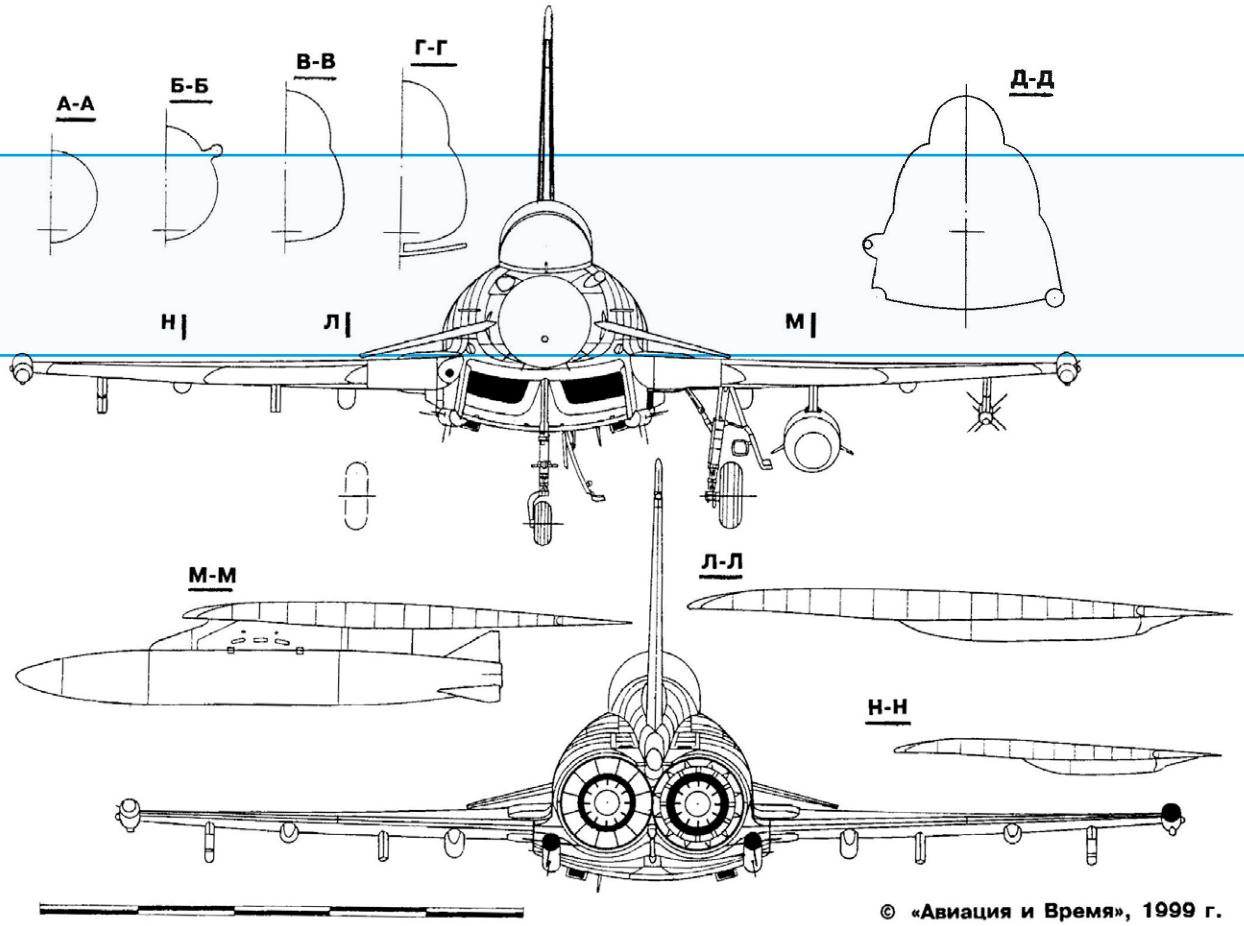
• titanium: canards, major portion of wing leading edge, fuselage around engine exhaust,

• aluminum casting: cockpit surround and canopy frame.

https://www.eurofighter.com/the-aircraft

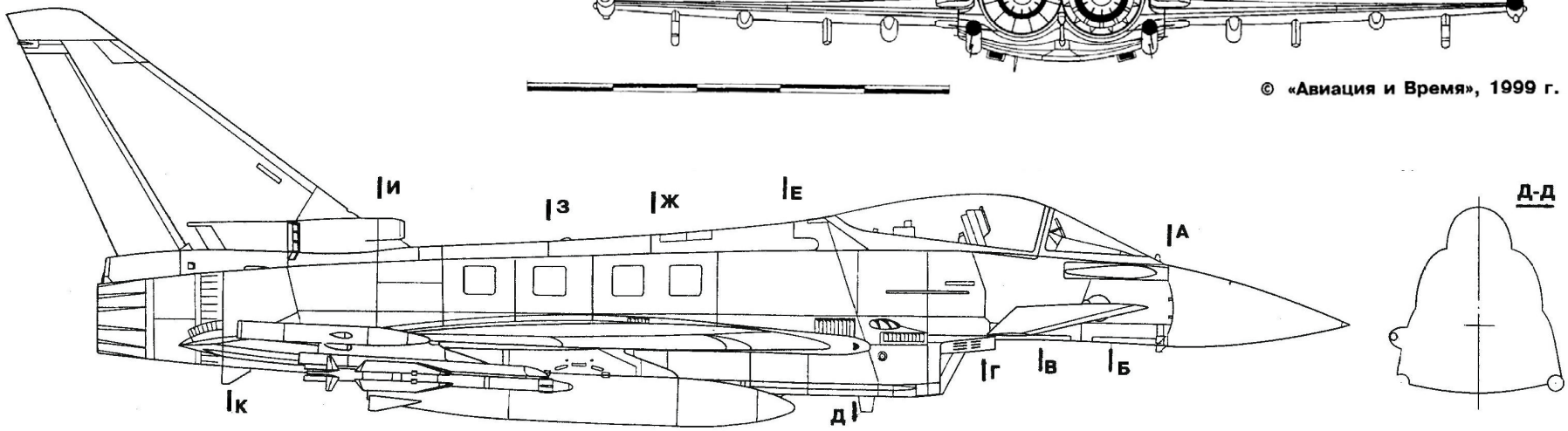
All photos unless otherwise noted from <http://www.defenceimagery.mod.uk/fotoweb/>

EF 2000
Eurofighter

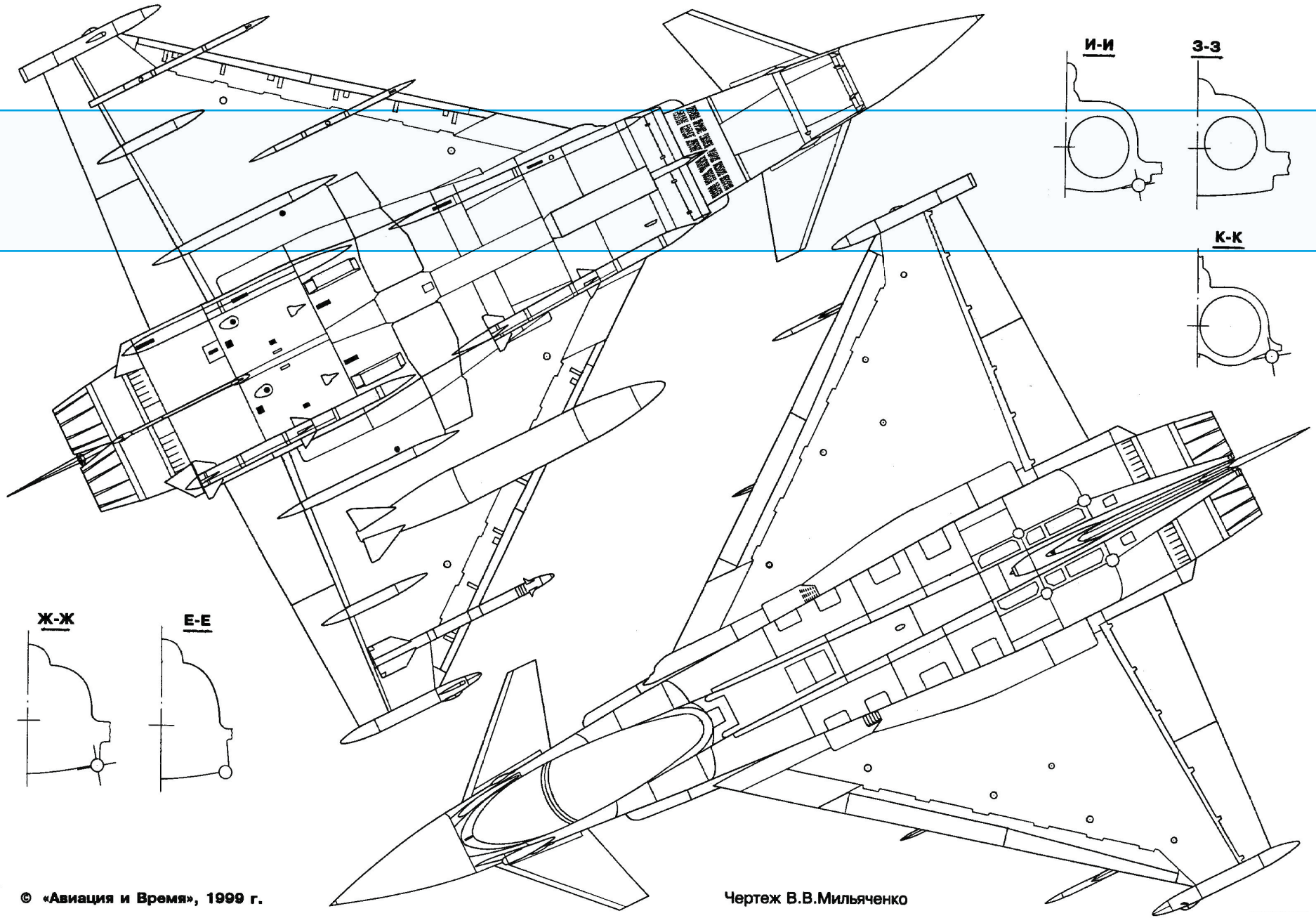


Dimensions

Length:	15.96 m (52.4 ft)
Wingspan:	10.95 m (35.9 ft)
Height:	5.28 m (17.3 ft)
Wing area:	51.2 m²(551 sq ft)
Foreplane Area:	2.4m (25.8 sq ft)



Plans on this page modified from <https://www.the-blueprints.com/blueprints/modernplanes/modern-e/27942/view/eurofighter_ef_2000_typhoon/>
and <https://www.the-blueprints.com/blueprints/modernplanes/modern-e/27943/view/eurofighter_ef_2000_typhoon/>



https://www.the-blueprints.com/blueprints/modernplanes/modern-e/27944/view/eurofighter_ef_2000_typhoon/

Gordy Stahl

February 26, 1951 - August 9, 2018

Gordy was one of the most prolific contributors to *RCSD* in the entire history of this magazine. Starting in 1992, Gordy's writings covered a wide spectrum of RC soaring subjects. His last article, explaining the differences between ALES and F3J, appeared in the October 2017 edition.

Gordy's RC experience included an early period during which he flew fuel powered aircraft, specializing in and advocating for Bill Evan's Scimitar series of tailless models. Once he found RC soaring, however, not only did his advocacy switch to RC soaring, but it rapidly evolved into an energetic evangelism for his newfound love.

Working for an international landscape equipment company provided an opportunity for extensive foreign travel and Gordy nearly always managed to take at least one sailplane along with radio gear with him on each trip. He always made contact with local RC soaring enthusiasts on these trips, and to say he was an ambassador for the sport is truly an understatement. A lot of the experiences and ideas which he gathered during these trips appeared in *RCSD* under his column entitled "Gordy's Travels."

If you corresponded with Gordy, talked to him on the 'phone, and/or met with him in person, you could not help but be impressed by the man.

And no matter how involved you may be in RC soaring, you will feel his loss in some way.

In honor of Gordy, we're reprinting some of the comments made by RC soaring enthusiasts on various email lists, FaceBook, etc., beginning with the original announcement of Gordy's passing from Gordon Buckland...

"I am devastated to learn this morning that our very good friend Gordy has passed. I just want to say that I have I been back in the hobby for only about 9 years and Gordy has been my Inspiration from beginning to end. He has never stopped encouraging me, inspiring me and caring about me since we met online in 2009. Even while he has been fighting this horrible disease he has continued to give back setting an example to us how we should try to be. There is no one quite like this man and words can't describe how we all feel about his leaving. I wish I could have spoken to him again one last time but I know he was ready for the next step.
"I love you Gordy."

- Gordon Buckland

“I met him once at our hill for an 8 hour event. Very nice man and an amazing flyer. He could ds on a nat fart. Now he can fly.” - James Gui

“Gordy and I never got the chance to meet but we spoke on the phone, in numerous threads and hundreds of emails and we put together a lot of content on RF - range for Frsky together. He was an amazing advocate for soaring and a resource that we will all miss. Camber up Gordy - we all know you are literally watching us and screaming “turn now you dufus!”

- David Webb

“An inspiration to so many, the soaring community is the poorer for his passing, RIP Gordy (and you may need to let some of the other soaring angels get the odd 1000 points in the heavenly sorting contests). - Tim Lewis

“What a great man! I loved our long phone conversations about soaring, the hobby, radio programming, etc. Will miss Gordy. - David Beardsley

“Gordy came to town one time and I finally got to meet him. He flew my Maurauder since he hadn’t packed anything for the business trip he was working. We ate lunch together at a little mom and pop joint while sitting through a typical Florida monsoon. I think about that day often. I learned a lot from him and cherish that memory. Gordy, you will be missed.”

- Sean Brown

“Gordy was our club’s president and we will miss him greatly. There is a wonderful interview, that the RC Radio Network did with him some time ago, on YouTube. Hopefully this link will start it at the right place.
<https://youtu.be/OBMifLwvBuo?t=24m57s>

- Kenneth Gantz

“Oh man. I never met him, but I loved his writing. I’ve been out of the game myself for a while, but I always looked for his next article. RIP Gordy, enjoy dancing in those clouds.

- Doug Krzywdzinski

“Gordy was a help to me years ago, sending me Volz spares and giving great advice. He was a good guy - I’m sad to hear of his passing.”

- Andrew von Berky

“*The Day I Met Gordy*
“On January 7, 1995, I was on my back under my Corvette trying to install the drive shaft when the phone rang. It was Gordy Stahl calling from Chattanooga to say he expected to be passing through tomorrow and wanted to stop by and visit. Gordy Stahl? The name sounded vaguely familiar so I said OK and told him to give me a call when he got in town. Maybe he was one of my customers so I checked the plot program data base. There he was. Gordy Stahl from Milwaukee. On March 21, 1992 he had bought a basic airfoil plot program and later upgraded it to the full program.
“It had only been a month since I had retired and my office was still cluttered with boxes of junk from my job. The locked up transmission in the Corvette would have to wait so I spent the rest of the day getting my office in a semblance of order. The next day came and went but no Gordy. Finally Gordy called at 4:30 PM on January 9th and said he was getting off I24 and wanted directions to my house.
“My house is difficult to find so I said I would meet him at the model airplane field and lead him to my house.
Gordy was driving a pickup towing a long trailer filled with landscaping equipment. Since my only contact with Gordy had been with my plotting programs, I assumed that he wanted to talk about them. It turned out that he wanted to see my models.
“I had not build a model in over two years since I had been very busy winding down the test programs I had been conducting and trying to get the Corvette running again. I had just had my first experience with vision problems and had sold my Shadow. I

had been reduced to flying my 1983 RES sailplane and my Sailaire so had nothing to show except a workbench cluttered with Corvette parts.
"As it turned out, Gordy and I had little to talk about since I was primarily interested in contests while he found contests to be boring and didn't like spending a whole day for only a few flights. I demonstrated the latest version of my plotting software and we talked about sailplane design, and the job he was thinking about in Louisville.
"The next time I met Gordy was at the Mid South contest in Huntsville about two years later and found that he was now an enthusiastic contest flyer."

- Chuck Anderson

"Soar in Peace, Mr Gordy... Soar in Peace. I miss you already my friend."

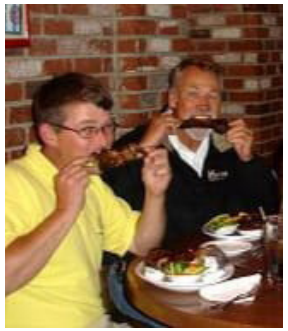
- Daryl Perkins

"Gordy and I were friends--a multitude of you will say the same! From the early "firestorms" to some of the most thought out suggestions over the years, virtually alone he kept this RCSE Internet community alive. Everyone's encourager, especially youth and the novice. Coming to know him personally in my National competitions was a privilege--among the most unforgettable personalities of my life. He had and gave to the fight all one could hope and expect--we HOPED with him; really thought he would make it. RIP, Gordy!!" - Paul "Sky Pilot" Clark

"He was something special. I recall the days when Gordy was working his way through the LSF SAP. I was the LSF Secretary throughout his journey. He constantly plugged the SAP program here on the Internet and I would always see an uptick in LSF aspirant applications after one of his postings. The R/C soaring community has lost a cheerleader."

- James C Deck

"RIP Gordy Stahl! You took me over to the Nats in 2005 and treated me as family. You probably thought I was going to mentor you and others - but you were my mentor. So much I can say - but most important: you will be missed by the soaring community. Rest In Peace. Picture from WC F3J in Canada 2004 were you got me into proper ribs already then.



- Jo Grini

"Went to the flying field today to maiden the towplane (Citabria). It would have been a good day too, had I not returned home to find that another legend of RC Soaring has passed. Our soaring community is not large - and we know many of our most notable members by first name... Joe, Daryl, Larry, Skip, Sal.... Gordy. Gordy Stahl and I were not really close - but we did bump into each other from time to time at Visalia or some other venue. He was omnipresent on the old RC Soaring Exchange (RCSE) - and well known for his editorials on various sailplanes, radios and soaring techniques. He invariably brought a fresh perspective to any subject he discussed. He will be missed. RIP buddy." - Mark Howard

"It's truly a sad day for Soaring pilots throughout the world. I don't think any single person has had so much influence on so many pilots around the world. GordySoar was a "persona" that was created/adopted by Gordy and he was true to that persona right up until his final flight. Known by so many, sometimes disliked, yet always loved with an interest that few can cultivate in their lifetimes. We always watched and asked, now what's he going to say...? Gordy will continue to core thermals in our lives...He leaves behind an amazing number of friends who will all miss him dearly, and a legacy that is his cherished, personal gift to all Soaring pilots.In the words

of GordySoar, the only think I can think left to say is...
“You?”
- Sandy Smith, one of Gordy’s friends

“We all knew it was coming but still hard to digest. I remember having several spirited conversations with Gordy many years ago. He was a man with passion for our hobby like no other. Sometimes you wanted to kill him, other times, embrace him. I finally met Gordy many years ago at the NATS. He was everything I thought he would be and I appreciated the friendship.
“Soar with with the Eagles Gordy. You are missed!!!” - Darwin N. Barrie

“Yes a very special person. He was a great ambassador for soaring specially for the folks just getting into the hobby and; if you were listening had an opinion on just about everything soaring.
“We’ll miss an important voice in the soaring community.
“We pray for his family and close relatives.” - John Jenks

The Academy of Model Aeronautics interviewed Gordy during the Nationals earlier this year. The portion of the video devoted to Gordy can be seen at:

<https://www.youtube.com/watch?v=_QvdeWARDio&feature=youtu.be&t=232>.

Gordy on the cover of the September 2004 RCSD.