SCATTER

May 1961
(2)

Published monthly by the Southern California Aero Team
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MICKEY - FINN ???

It would seem that the new FAI FF rules have been announced. We base this observation on the fact that the current Finnish proposed changes seem to be the most stupid possible, and this is always a sure indication of quick passage. Here's what they propose:

FAI POWER: 1/5 cc maximum engine size, 15 sec. engine run, 500 grams per cc, and no wing loading
WAKEFIELD: Total weight 300 grams, rubber reduced to 40 grams
NORDIC: Total weight raised to 550 grams

In a later issue of SCATTER when space permits we will go into detail about our disagreements with these changes. In the meantime, however, the thought has come to us that it is just possible this proposal doesn't represent the true desires of the majority of active Finnish FAI free flighters. And this possibility leads us to today's general discussion on the subject of the FAI "rules makers". This, readers, is an old green rock which has needed turning over for a long time.

Far too often the favious proposals presented each time the FAI committees meet smack of the fuzzy thinking of the "armchair" modeller. We illustrate: In the January issues of AERO MODELLER and MODEL AIRCRAFT there appeared photographs and names of these "rules makers" for the FAI. After close study we found only ONE name we recognized as being a participating FAI free flight team member within the past ten years! This was Mr. **Czepa**, representing Austria.

Now whether we do or don't agree with every rules proposal this man makes is not the point...what counts is that he has been and still is activly very close to the design, building, and flying of FAI free flight models. Ideas and suggestions for rules modification from a man of this background are bound to be in the best interests of our sport and in the long run will usually find pretty close agreement with the majority of FAI free flighters anywhere in the world.

Further study of the photographs disclosed, for the most part, only a collection of fine grey heads, and no names we could associate with active participation in FAI FF, let alone the direct competition experience which a practicing modeller like **Czepa** can draw on. These gentlemen, we fear, have far too often built their rights to represent in some other field,(much too often, perhaps, in the completely unrelated field of full scale aviation!) and have been coasting along for years as "experts" in the highly specialized field of international free flight modelling competition without knowing anything about it!

These gentlemen, noble readers, are the "armchair" experts who yearly vote in the grams, areas, etc., which you must try to design to. The content of these suggestions, in the main, represent figures on paper--NOT SOUND EVALUATIONS BASED ON PRACTICAL PERSONAL PARTICIPATION AND/OR CLOSE FIRST-HAND OBSERVATIONS IN THE FIELD.

However, since it would be unfair to criticize these representatives without offering what we consider a better solution, here it is: What we believe is needed is a group of representatives (from all countries) at all rules meetings which are truly close to the problems and can exchange ideas and reach solutions on an equal technical level. What this boils down to is fewer dottering presidents of aero clubs, and more personally interested men with glue on their fingers and dope on their pants!

Now lest the English European, Nordic, et al, lads take offense too quickly, let's make it clear that the good ole USA has been as stagnant as any other country in rooting out this deadwood. We've certainly had our share of disinterested, underpaid government officials, members of the model industry, inactive modellers, and armchair theorists, to represent this country and generally add to the yearly bumbling of new rules. In fact, it is from overseas that the first rays of hope seem to be coming. We notice that this year's English representative was well flanked by "technical advisors" in the areas of FF, RC, and CL. This at long last may be some progress.

Based on this example, this is what the USA should be in the future: Since the single FAI voting member sent by the US cannot be expected to be qualified in all three areas of free flight, he should be accompanied by a "cabinet" of active modellers acting as his advisors. To qualify for this "cabinet post" said modeller must have been an FAI team member, in his advisory catagory, within one of the two previous years. This would insure the best qualified "on-the-spot" representation in terms of up to date experience, and relieve the voting member of the responsibility of voting uninformed, or worse yet, maintaining a mealy-mouthed attitude during discussions in which he is unqualified to participate. And most important of all, it would give the USA (or any country with a similar organization) the best possible strength to carry favorable proposals and defeat unfavorable ones, through sound, practical discussion.

So there it is. We've laid our argument at the doorstep of those dark and mysterious wheels which turn things at the AMA...and although we expect only a dignified silense (to hide their total indifference) we will make a formal offer to any elected or appointed academy official to make their rebuttal in the pages of SCATTER. Any space they desire is free for the asking...if they dare.

(Ed. Note) The opening statement on the Finnish proposal was certainly not intended to single out that country, but meraly to point up a situation which hinders serious FAI modellers in every country. Since there are no Finnish FAIers on our current mailing list, we would appreciate the name and address of one if any reader can supply it. We'd like to send this issue of SCATTER over there. Perhaps many builders there are just as perplexed about this proposal as we are! If so, we would sincerely appreciate some information of how their rules proposals are produced.

NEWS FROM THE READERS

We're happy to report that response from readers had been quick and enthusiastic. The following are now on the "paid up" mailing list:

BILL ROSEBERRY, Glendale, Ariz.
VICTOR LICHTENBERG, Tacome, Wash.
RICHARD COLONNA, Hampton, Va.
JOHN TATONE, Tatone Prods., San Francisco, Cal.
BARRY HAISMAN, Quebec, Canada
BUD USEDOM, Bud's Hobby Shop, No. Hollywood, Cal.

(Several more letters have arrived since this page was completed so if you've paid and your name isn't here, just have patience.)

Equally as welcome as the enclosed bucks from these readers were their nice comments on the SCATTER, and their various bits of information on FAI models and modelling. As follows:

BILL ROSEBERRY has some interesting comments on current A/2 design trends, and asks some questions on the subject. We turned this request over to the SCAT membership at the last meeting, Bill, and are gathering some opinions to be published in next month's issue which will feature several things on A/2's.

VICTOR LICHTENBERG gives us the word about the hot FAI group developing in the Pacific Northwest. It's called the Northwest International Modellers Association, and Victor has sent us the bylaws, which seem to cover about everything. This represents a real job of organization and a lot of work on somebody's part! Thanks for the new, Victor, and keep us informed on your activities...it's always nice to hear from other groups in the clan. Any FAI flyers from the Tacoma area interested in this group can contact Victor at 619 No. Howard, Tacoma 66, Wash.

JOHN TATONE, who needs no introduction to FAI'ers also sent along a nice contribution for the SCAT FAI Travel Fund. Thanks, John. He also enclosed some information on a new product he will release the end of May. This is a combo engine mount and tank cast in aluminum. John says this rig will make for easy tank cleaning and thrust adjustments without tampering with the fuselage. It will come in two sizes: 15 to 23's ($3.00), and 23 to 35's ($3.50).

JOHN VALLS, our old flying buddy from the Baylor Univ. days, also dropped a line about the doings down in Laredo, Texas. He's currently running the base hobby shop for the Laredo Air Force Base. Any AF readers passing through down there will find a real helpful FF man in John. He has been an active contest flyer and hobby shop owner for quite a while over in Big "T". His letter contains some interesting notes on a new 20:1 A/R 1/2 A design he's fooling around with. Sounds like this might have possibilities for an FAI test bed...how about a 3-view, John?

RICHARD COLONNA is the kind of reader we really like to hear from. He not only had some nice things to say about the SCATTER, and enclosed his dollar, but right off the bat sent along a very nice drawing of a new trailing edge construction technique he's found useful for Nordic wings. Thanks, Dick, we've scheduled your idea for early publication. Keep the ideas coming!

BARRY HAISMAN is a name that has become a "household word" among FAI'ers throughout the world. His single-handed efforts in making the now deceased Montreal Bulletin a bible for all serious FAI flyers can only be fully appreciated by those of us who have undertaken similar tasks! His kind words about the SCATTER, coming from one who knows how much work is involved, is certainly oil for the bearings. Perhaps it will cheer Barry a little to know that his Bulletin was one of the guiding inspirations which brought the SCATTER into being. We will indeed, try to "plug the gap", Barry, and as soon as the new house is on an even keel, we will certainly look forward to any and all contributions which your wide experience conjures up! (For his many friends who may not know, Barry's new address is 5114 Savoie, Pierrefonds, Quebec, Canada.)

"SNICKER" FAI by Jim Trego

(ED. NOTE) Jim is one of those FAI builders who gets a design he likes and then sticks with it... working from major changes down to fine detail refinements in construction and trim. And as a result, no matter what the initial design's performance may be, you can bet it will steadily improve under Jim's gentle bulldog attack. This has been the typical history of SNICKER. It was far from doggy when Jim first created it, but there were areas for improvement. With most of the SCAT club verbally cheering him on (most of the time!) we have watched weekend after weekend of painstaking effort over the past two years produce some very satisfying results. As it now stands SNICKER is one of the better designs currently performing under the new ten second rule here in Southern California.

Trego's Notes:

The Snicker design (?) resulted from having had good luck with a 1/2 A-A ship which had a very stable climb without a lot of corkscrew gyrations, and a transition that looked great. The name "Snicker" evolved from all the sounds emitted from observers as they viewed the "bent-up" fuselage.

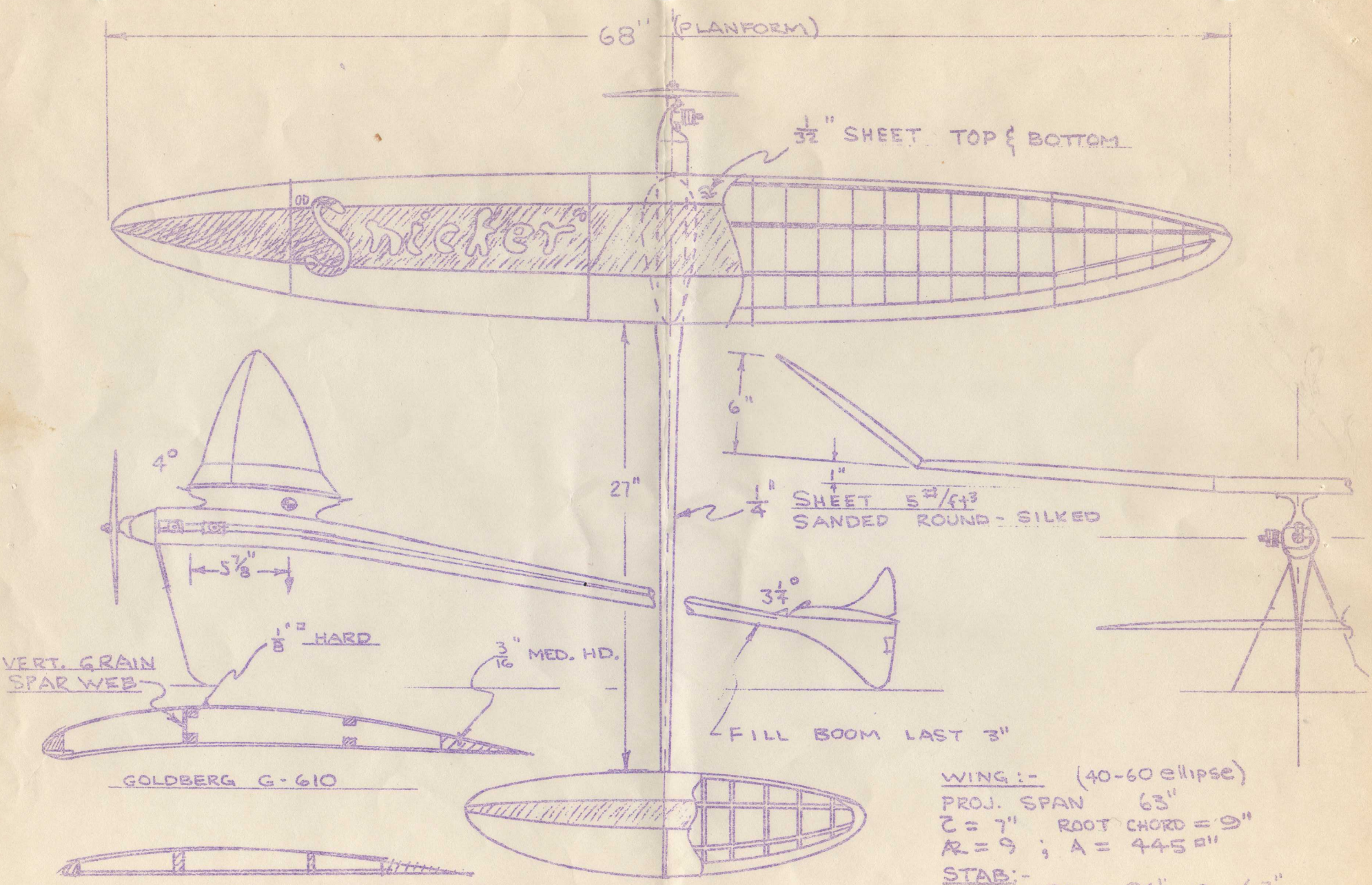
Pinning down the configuration for "Snicker" was easy. I enjoy building the "technically more efficient" elliptical surfaces and I like their appearances. What could be more scientific than that? I do have another ship identical in every respect but with rectangular planform which has done fairly well, but it just doesn't quite measure up to Snicker's performance. I'm not suggesting that the planform is the only reason for the difference in performance however, since often times two apparently identical ships display distinctly different flight characteristics.

The area ratios and moments were settled upon after checking other successful designs and "picking the brains" of experienced FAI modellers like Bill Hartill and Jim Patterson.

Incidentally, the nose moment, not shown on the plan is 10-1/4" measured from the C.G. to center of prop.

The aspect ratio chosen is fairly high yet imposes no radical structural problems.

The first Snicker was a son-of-a-gun to trim. After about six or seven



WING :- (40-60 ellipse)
PROJ. SPAN 63"
$\bar{c}$ = 7" ROOT CHORD = 9"
AR = 9 ; A = 445 sq in

STAB:-
SPAN = 24" C_R = 6.3"
AR = 4.8 . AREA = 120 sq in

SCALE 1/8" = 1.0"

SNICKER FAI

J. M. TREGO

seconds of fast climb it wanted to lay over on the right wing. Increasing the angle of attack of the right wing seemed to be the answer, but warping a planked wing is murder. The next wing was built with a 3/16" rise at the right leading edge polyhedral joint. The third flight on this wing was an "official", and it's been going great ever since.

ABOUT THIS "RESERVED RIGHTS" JAZZ

On the flysheet of the first issue of SCATTER appeared the words "All Rights Reserved", which quite frankly, the editor was not responsible for, and is at somewhat of a loss to explain. What we think was meant is this: we don't want anyone taking material published here and turning it into hard cash in the form of an "original" article for some professional magazine. However, any material published here is offerred free for reprinting by any club paper, commercial magazine, or other publication, if the SCATTER is given a simple credit line indicating it as the original source of said material.

The reason for this is simple. Too often an interesting article or drawing appears in "reprinted" form in a model publication, and stimulates a reader to seek more information on the subject matter. And, all too often the original source is very difficult, if not impossible, to trace. Since we intend to publish a lot of technical information, we feel that from time to time more detailed information may be desired by those who see it reprinted or mentioned in other publications. Thus, with a SCATTER credit line this exchange of information can be nicely expedited.

FROM THE NOTEPAD

****A big apology from the editor to MILT HARKER, the current SCAT Secretary. Last issue JIM TREGO was listed, however, in real life Jim is our noble Treasurer and keeps us informed on how much money we don't usually have! Milt is the guy who besides trying (and doing!) the impossible task of taking notes at meetings, works hard at contests, finds time to design and build, and still never fails to get out those vital postcards twice a month without which nobody would ever know where in samhill the next meeting was'. Sorry, Buddy!

****Although it seems impossible there may be some A/2 specialists among the SCATTER readers who have not seen the April and May issues of the English mag AERO MODELLER. If so, you should pick these up as there is currently running an excellent multi-part glider article by Jim Baguley. So far 28 A/2's (dating from 1950 to present) have been covered with both text and "same scale" 3-views. This could be an excellent beginning for a reference notebook for the serious A/2 researcher.

****Picked up a handy WIND METER recently. Will measure 0 to 66 mph. Light and pocketsize, it costs $4.95. Made by F. W. Dwyer Mfg. Co. and is available from WILSHIRE MODEL CENTER, 1326 Wilshire, Santa Monica, California

****Received a copy of the IMGA-Chicago Aeronauts news letter from Pete Sotich. Had something of interest for FAI indoor flyers; a source for indoor carrying boxes. Pete says they are beautifully finished and

measure 38" X 18" X 16". They list for $25.00 and the man to contact is DON KINTZELE, 2016 S. 68th, West Allis 19, Wisconsin.

****Saw an interesting A/1 at the Basin recently. It was a scaled down Lindner ('55 winner). Towed beautifully and floated real nice.

AMATEUR HELP FOR THE PROS

In the current issue of AERO MODELLER we notice that the "Contest Designs" section (features excellent 3-views and notes on new designs from around the world) has lately uncovered a shortage of rubber ships. Perhaps they can get some help from this publication. Please feel free, Mr. Moulton; all we ask is a credit line for SCATTER as the source.

EDITORIAL POLICY TOWARD MANUFACTURERS AND RETAILERS

In this issue there are several mentions of both manufacturer's products and retail sources where they can be bought. To avoid any confusion both to readers and manufacturers and hobby shop owners, we would like to state our policy on printing this type of information. First of all, the SCATTER will not accept any formal advertising...this is a technical and general information paper for serious modellers, and such additions would only clutter up this original concept. Furthermore, we feel that interested readers have paid their buck, and in so doing deserve the best we can give them...if they want ads they can read the commercial mags, which usually contain little else!

However, from time to time we run across merchandise or sources for merchandise, which we feel may be of particular interest to fellow FAI'ers. When this happens, we intend to mention such items and credit the manufacturer and/or retailer where these things can be found. And, conversely, when we discover misadvertised or shoddy items slanted at the FAIer, we fully intend to expose such items!

The statement in the paragraph above applies to supplies and equipment placed directly on the open market. Now, if some manufacturer of an FAI item wishes us (the SCAT Club as a group) to pass judgement on his product in an honest and legitimate field test, we will do this. If said product lives up to the manufacturer's claims we will certainly inform our readers. If it should not, we will explain, in detail, these findings privately to the manufacturer. This will give him an opportunity to correct any faults or weaknesses we uncover. If he does not take these steps, then we will feel justified in informing our readers of our complete findings.

We feel this policy is not only a fair approach to the manufacturer and hobby retailer, but also will over a period of time, supply the readers of SCATTER with a useful list of sources for the materials and equipment required for their hobby.

THE SCAT CHALLENGE CUP by Milt Harker

To help stimulate FAI activity in this area SCAT decided last year to put up a Team Challenge Cup for annual competition in the Southern California area. This cup is for FAI Gas, and if the event creates enough local interest, plans are to follow it with annual cups for A/2 and Wakefield as well.

The Cup was literally "built" by some members of the SCAT Club using a beautiful champagne cooler, to which was added a huge wooden base made by Bob Wiehle and finished by Bill Krecek. The result is a really nice trophy that is certainly "out of the rut."

Rules for competing for the Cup were set up as follows: 1) it is to be competed for once each year, 2) competitors must consist of a team of not more than 3 men representing a recognized model club (any club may field more than one team), 3) all flying is by predetermined rounds system, and according to current FAI rules, 4)team with the best total score wins. Each member of the winning team receives a smaller cup to keep. Highest single total time of the meet also receives a cup, whether or not he is a member of any team. (Thus, individuals may fly singly for the hi-time trophy, but not for the Team cup.)

On April 24, 1960, the first competition for the Cup was held. SCAT team #1 won it. Team members were Gary Duncan, Bill Hartill, and Milt Harker. Ed Miller (1960 FAI West Coast Team Member) of the Max Men, took the hi-time trophy, and also broke the AMA record for FAI power.

1961 CHALLENGE CUP MEET

The '61 running of the SCAT FAI Challenge Cup was very interesting as it was one of the first FAI showings here under the new ten second engine run. Conditions were not the best for the meet, but gave us an excellent opportunity to see what this new rule will provide under mixed weather conditions, which ranged from light wind and "boomer" thermals, to moderate winds and real down drafts, to high wind and mixed lift and drop in the vertical. Rather than take space here with detailed observations (more of this in a later issue) we'll just provide the results and some brief notes with a reminder that this showing contained some of the best FAI ships currently flying in Southern California.

WINNERS: MAX MEN (Miller, Kaitukoff, and Vela)--2,020 sec. total
2nd SCAT #1 (Trego, Harker, and Hartill)--1,974 sec. total
3rd SKY KING (D. & D.D. Farnsworth, and Hover)--1,730 sec. total
4th SCAT #2 (Peterson and Sykora)--1,299 sec. total
WINNER; INDIVIDUAL HI-TIME--R. Hansen--793 sec. total

For those who would like to compare the times they've been getting with a ten-second run (in mixed weather conditions) the individual five-flight totals are given below:

	Sec.		Sec.	
Hansen	793	Peterson	627	
Trego	733	Vela	625	
Miller	714	Hartill	625	
Kaitukoff	681	Harker	616	
Hover	677	Schnakenburg	572	
Sykora	672	D.D.Farnsworth	384	(OOS 3rd round)
D. Farnsworth	669	Henry	0	(ship damaged on ground by another model

It's interesting to note that under a 12-minute ruling, only the first two men above would have made it. Now lest there by any doubt as

to the quality and trim of these models, let's set that straight. With the possible exception of the Editor's "floating leadball", these ships were hot! The engines were turning it on...new Coxes, Super Tigers, OS's..and one of the best, Hansen's four-season-old Oliver Tiger, which screamed like something was after it! Since the Editor was not burdened down with chasing a lot of long maxes, we had time to observe these ships in the glide trim also. They were, almost without exception, very smooth. But with that short run and under that wing loading it just seems to boil down to finding good life (weak, low, stuff won't hack it) or else you just flat miss that max.

After this firsthand exhibit, we're looking forward more than ever to the Elims and Semis, and hoping for similar mixed weather at both. If these "up, down, or maybe" conditions prevail let us tell you there is going to be some parting of the men and boys very early in the game!

WAKEFIELD by Bob Wiehle

(Ed. note) Once in a while we come across an FAI builder who sets the pace for the rest of us. A real craftsman, Bob Wiehle is this type of all around builder. The accompanying ditto drawing can't hope to do justice to Bob's workmanship and many detail design ideas incorporated..so just take our word for it...this is a pretty machine that also performs. Example: Last weekend this ship did 5 maxes and 4:35 on the sixth flight to win Wakefield at a local meet. (Photo's of this ship's prop assembly and Bob's neat winding anchor appear on page 27, AMERICAN MODELER, June '61 issue).

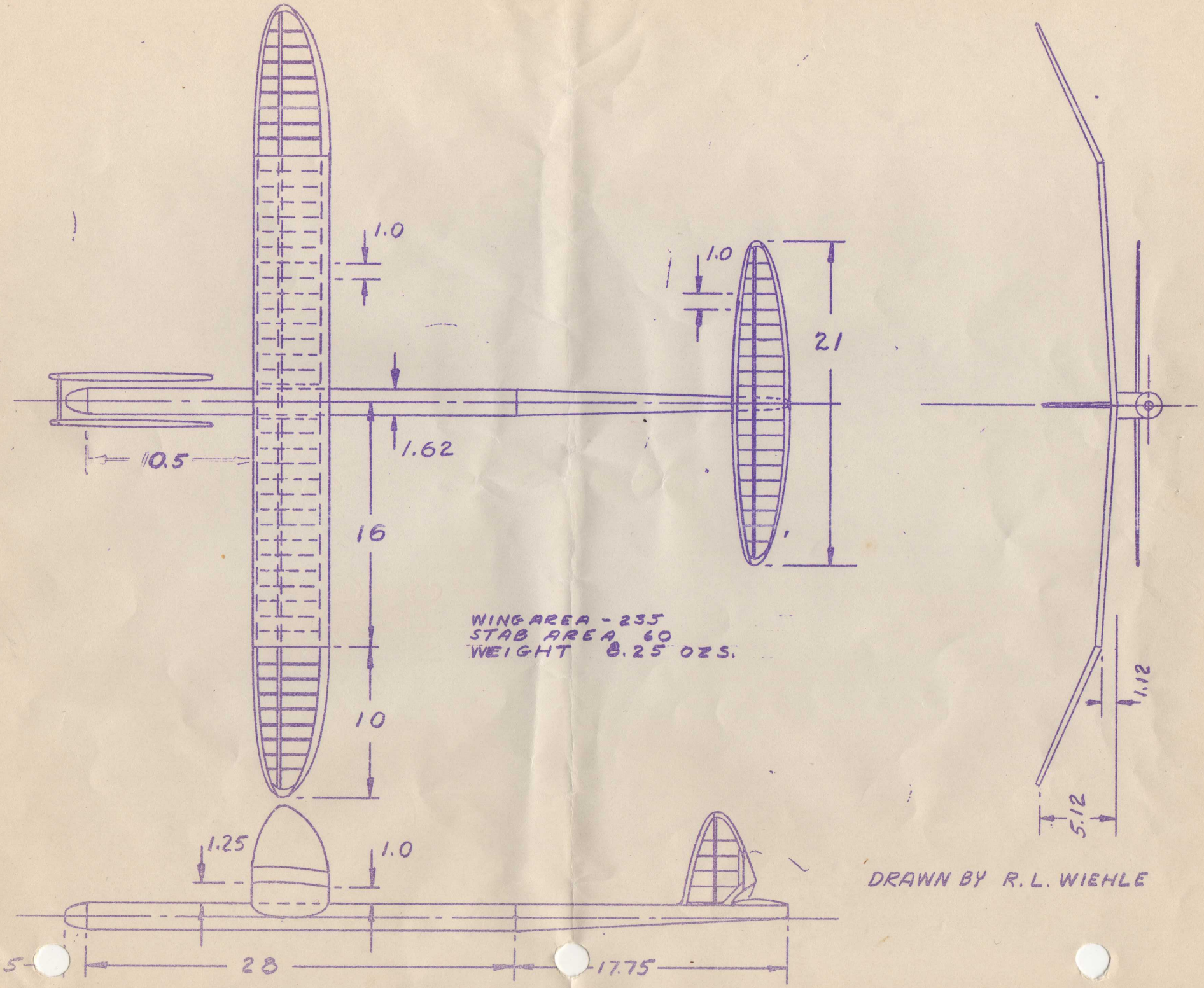
Wiehle's Notes: This model was designed late in 1960. The basic theme was simple construction combined with pleasing lines. The prop is 1/2" sheet balsa (technique described in April 1960 AERO MODELLER.) with silk covering. Nose block was turned from pine and two new departure ballbearings are fitted for true running with minimum friction. Prop shaft and blade hangers are 3/32 diam. music wire.

Wing is sheet balsa on the top center, with tissue covered tips, washed out. T.E. and dihedral-break ribs are pine. Stab is tissue covered with tips washed out.

Motor section of the fuse. is made of two pieces of 1/16" "A" wrapped around 1-1/2" flourescent tube, given 4 coats of well plasticized dope on inside then silk covered. Tail boom was made on a hardwood form, and silk covered.

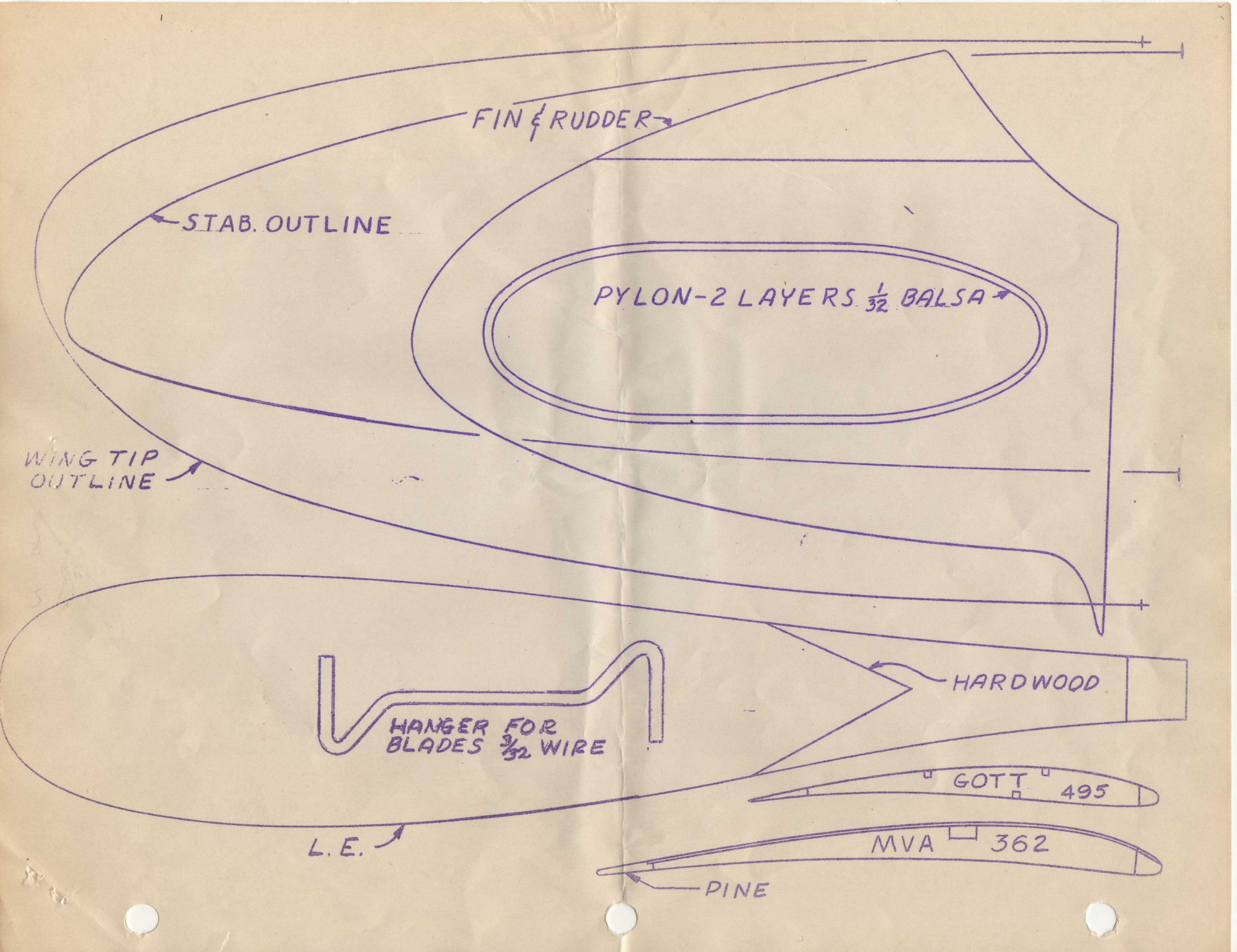
Weights of parts are: blades .25 oz. ea; prop assembly 1.87 oz; wing 1.55 oz.; stab 25 oz.; motor sec. of fuse. 2.15 oz.; (with Tatone DT timer) boom .67 oz.

Model flies left/left with no side thrust and 2 degrees down. (Ed. note: Wow!) Power is 12 strands of 1/4" Pirrelli, 24-1/2" long. Prop is 23" X 23" and winds from rear, for 60 seconds run. Under windy conditions perhaps a 21" diameter prop would be a little more efficient.



WING AREA - 235
STAB AREA 60
WEIGHT 8.25 OZS.

DRAWN BY R. L. WIEHLE


FIN & RUDDER
STAB. OUTLINE
PYLON-2 LAYERS 1/32 BALSA
WING TIP OUTLINE
HARDWOOD
HANGER FOR BLADES 3/32 WIRE
GOTT 495
MVA 362
L.E.
PINE

*****LOS ANGELES AREA FAI ELIMINATIONS SCHEDULE*****

The Elims. for Wakefield, Power and Nordics will be at Sepulveda Basin, Van Nuys, California, on Saturday, May 27th and Sunday, May 28.

SATURDAY, MAY 27

Processing of Wakefield - 6 to 8
" FAI Gas - 6 to 10
Wakefield Round one - 8 to 9
" " two - 9 to 10
FAI Gas Round One - 10 to 11
" " " Two - 11 to 12
Lunch - 12 to 12:30
FAI Gas Round Three - 12:30 to 1:30
" " " Four - 1:30 to 2:30
" " " Five - 2:30 to 3:30

SUNDAY, MAY 28

Processing of Nordic - 7 to 10
Wakefield Round Three - 7 to 8
" " Four - 8 to 9
" " Five - 9 to 10
Nordic Round One - 10 to 11
" " Two - 11 to 12
Lunch - 12 to 12:30
Nordic Round Three - 12:30 to 1:3
" " Four - 1:30 to 2:30
Nordic " Five - 2:30 to 3:30

QUALIFYING TIMES: Power 12:00 mins. (or top 20%, whichever is greater)
Nordic 12:00
Wakefield 12:30

ALL ATTEMPTS MUST BE MADE UP DURING ROUND: CANNOT BE MADE UP IN FOLLOWING ROUND. and GOOD LUCK TO ALL!!!

WEST COAST SEMI FINALS

Semi-finals to be held at Fresno, Cal. June 17 and 18. Contest timetable.

Saturday, June 17

Wakefield

Round 1 6 to 7
Round 2 7 to 8
Round 3 8 to 9
Round 4 9 to 10
Round 5 10 to 11
Round 6 11 to 12
Round 7 12 to 1
Round 8 1 to 2

Nordic

Round 1 2 to 3
Round 2 3 to 4
Round 3 4 to 5
Round 4 5 to 6

Sunday, June 18

Nordic

Round 5 6 to 7
Round 6 7 to 8
Round 7 8 to 9
Round 8 9 to 10

Power

Round 1 10 to 11
Round 2 11 to 12
Round 3 12 to 1
Round 4 1 to 2
Round 5 2 to 3
Round 6 3 to 4
Round 7 4 to 5
Round 8 5 to 6

SCAT TRAVEL FUND FOR WEST COAST TEAM MEMBERS

SCAT is sponsoring an FAI Team Travel Fund this year to financially aid the West Coast team members in reaching the East Coast point of departure. Here's how it works.

Anytime before the beginning of the first round in Fresno any flyer trying for a team spot in Wake, Power, or Nordic can buy a $10.00 "share"

in the fund. This is payable to Bill Hartill, pres. of SCAT. As soon as the team is selected at Fresno, the total fund (SCAT takes nothing!) will be equally divided among the team members who are share holders. If only one guy of the three has been clever enough to buy a share, he takes all ! If two guys are shareholders they split, and if all three, it splits three ways.

If none of the three is a shareholder, SCAT will announce the amount of the fund, and it will be held over for next year's trials, when it will be put up again, for shareholders only. (Persons other than flyers can buy a share in some flyer's name...this was provided to allow retailers, manufacturer's, parents of youngsters, etc. to participate!.

IT'S CALLED "PASSING THE BUCK"

For those receiving the SCATTER for the first time, we will repeat our subscription policy: We haven't any. However, the mailing list continues to grow, and as the names pile up, the cost of turning out this thing gets rapidly hairier, and as any model club treasurer will tell you, we can't publish off our club kitty for very long. The only answer is to cut off the deadwood in the mailing list.

So if you think you can get anything out of this Raggedy Ann effort of ours, please send in a buck. This will insure double coated cementing of your name on our active mailing list for the next year. On the other hand, if you feel you know all you need to about FAI ing, please inform us and we'll be happy to detach your name and make room for someone else.

COMING NEXT MONTH

The June issue of SCATTER is already in the works and (now that the new Wake, is at the trimming stage) maybe you'll be getting this number around the first of next month. We've come up with some A/2 goodies which should make the "pull-and-pant" boys happy, as we've neglected them of late. Also don't forget to keep your drawings and comments coming in...we're sure many of you have something on your workbench (or on your chest!) which could be aired in these pages for the enjoyment of us all.

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