THE

SCATER

(12)

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WHY NOT AN "AIR OLYMPICS"?

Recently we spent a pleasant hour watching an old movie on TV in which Randolph Scott went through the trials of teaching a hot-eyed group of pre-war college boys to fly an antique biplane. The movie's basic theme was the "air-youth" pitch so popular in those days.

Today there is little popular press for this type of non-commercial or non-military aviation enthusiast. Perhaps it's time to pause for a moment in our daily mad rush toward the "space flight" element of government electronics and the "flying businessman" concept of modern commercial aviation. Perhaps we should remember there was a time when many men and boys (and women, too!) pursued aviation purely for fun and sport.

Although this breed is no longer "front page" material, they have not vanished. A little research reveals a wide variety of sport aviation groups. No name but a few; soaring, home-built aircraft, modeling, sky diving, aerobatics, antique aircraft restoration, ballooning, etc.

What has all this to do with our own FAI international modeling movement? Just this. There is a lot of potential strength in the combined memberships of these sporting groups. But, up to now, we've all been struggling along in our separate ways. This is not good, since our end-aims are often similar (i.e. international competitions).

Our brother sportsmen in the National Soaring Society are a good case in point. They, like us, have scheduled international competitions. We don't know personally of their problems of travel, site selection, etc., but knowing the problems of getting just a small box of models from here to a competition site in Europe, we can just imagine their struggles with a full size sailplane!

So what's all this lead to? This. In a recent issue of Model Aviation, there was an article by Ralph Whitener, Executive Director of the NAA. It promoted the idea of an "Air Olympics" for the aviation sportsmen. We agree.

Isn't it about time sporting aviation groups got together, both here in the USA, and in other countries, and tried to organize such an effort? Putting together a world-wide "Air Olympics" would be a huge task...but it can be done...and the athletic Olympic groups have shown how. We think it would be a real boost for international FAI modeling, as well as all other sports aviation groups.

It's time leaders in world-wide aviation peeled back their memories from the present aviation concept of business suits and space helmets and remembered where it all started...with some youngster running through an open field after a model plane...he's still out there.....

"MIXMAX III" by Tor Borthne (1961 Norwegian A/2 Team)

(Ed. note: In the Jan. editorial we hammered at those who keep crying that FAIing is an "expert's game" and too "tough" for the youngsters. In light of this, it is a double pleasure to present this fine Nordic. First, it is an interesting, clever, and capable design... and, second, it's designer is an "old expert" of 17 years of age who has been building and flying A/2's for three years.)

My first Nordic models were of British design, but they were not very successful and their frame was not what I call beautiful, therefore, I decided to design my own model.

Putting all my experiences, theory, and ideas in a hat, and mixed thoroughly, out came the new series of models names "mixmax". The first copy was a rough weather model, equal to the sketch, but with a shorter boom (680 mm), a shorter nose (80 mm), C.G. at 53%, 4° incidence, and a more ordinary fuselage. "Mixmax II" was equal to the sketch with one exception; the wing construction. But that was rather a great mistake and I broke the wing in the most fatal moment, half an hour before the competition started at Leutkirch, and I was therefore judged to fail; flying a multi-overloaded reserve model.

"Mixmax III" is my latest development in the series. It has the same wing construction as number one, which is the strongest construction I have ever seen. The airfoil is Benedek B-6356-b and Go 129 (in the stab) seems to work extremely well.

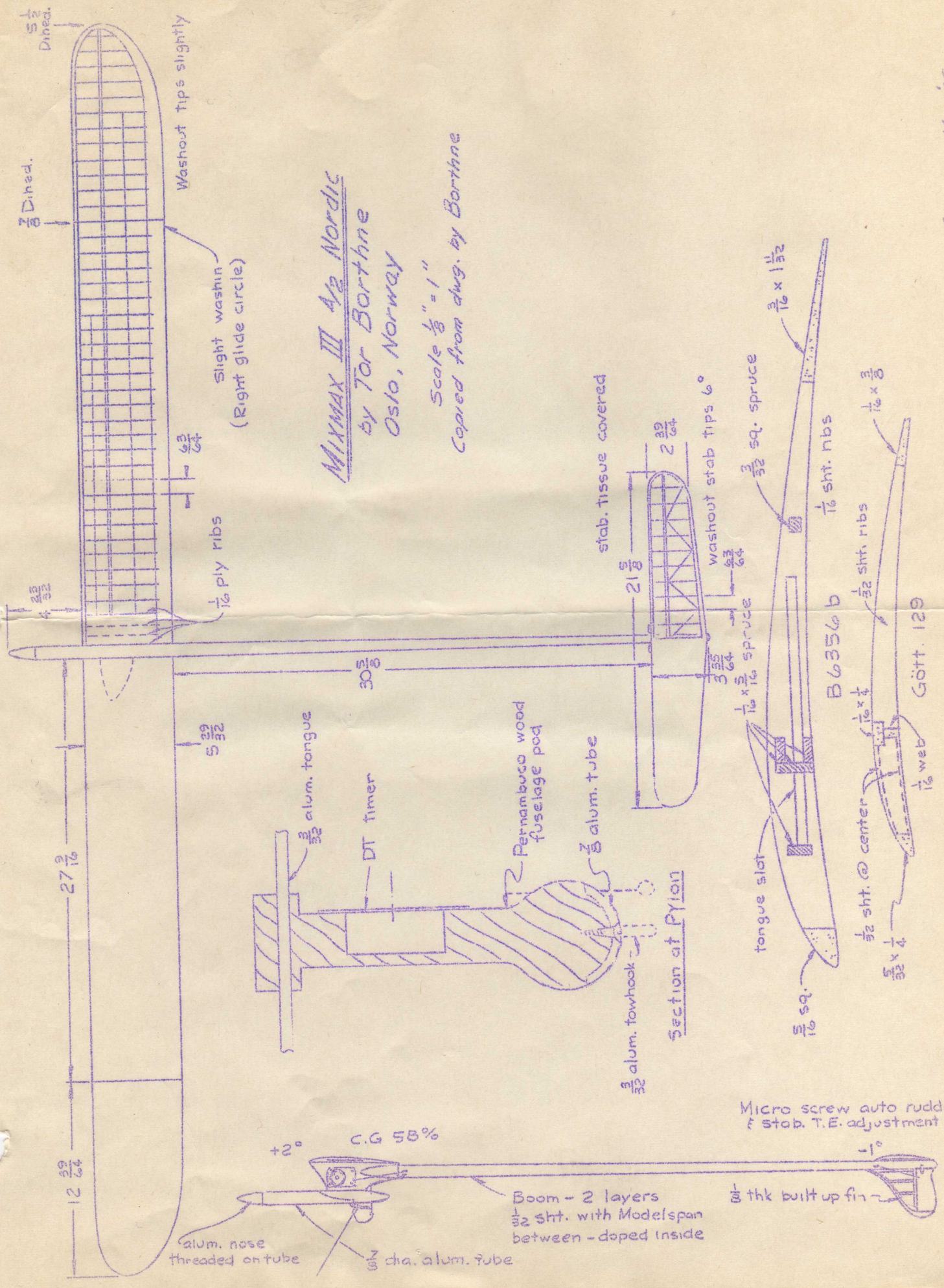
The fuselage's nose is, maybe, a bit original, which was the purpose. It's carved from Pernambuco wood, which, if you polish it, gets a beautiful finish. The aluminum nose is also polished thoroughly.

The boom is made from two layers of 1 mm balsa, soaked in water and moulded around a stick equal to the shape of the tube. It's important to use a lightweight glue when assemblying the two layers of balsa; and very important to cover the inner part of the tube with silk.

The gliding trim should be the following: 3-2.5° incidence, both wingtips a slight washout; 6° washout at the stab tips, that should pull the model easily out of a stall; C.G. at 58%. The advantage with the washin, on the starboard center section, was something I discovered by chance and I have used it after that on all my "Mixmaxes".

The washin and the moderate fin have made the models perfect for thermal weather. The model usually flies in wide circles, but when it hits a thermal it turns to very tight circles to keep itself inside the thermal and climb with it.

It's now winter here in Norway, with plenty of snow and cold calm air between ten and zero degrees F. The Mixmax's performance in such weather is somewhere between 180 and 185 seconds, checked from ten starts running, January 2, 1962. The model seems to be good in winter weather, butit is especially designed for summer and hot thermal weather (which I guess you always have in sunny California). It's been impossible for me to test in summer conditions because the model is so new. But I think the summer performance will be no less than the winter flights.


MIXMAX III 4½ Nordic
by Tor Borthne
Oslo, Norway
Scale ½" = 1"
Copied from dwg. by Borthne
Cusac - Mar. '62
Washout tips slightly
Slight washin
(Right glide circle)
stab. tissue covered
washout stab tips 6°
1/16 ply ribs
3/32 sq. spruce
1/16 sht. ribs
1/32 sht. ribs
1/32 sht. @ center
1/16 web
B6356b
Götti 129
tongue slot
5/16 sq.
5/32 x 1/4
3/32 alum. tongue
DT timer
Permambuco wood fuselage pod
3/32 alum. tube
3/32 alum. towhook
Section at Pylon
Micro screw auto rudder & stab. T.E. adjustment
C.G 58%
+2°
-1°
Boom - 2 layers 1/32 sht. with Modelspan between - doped inside
1/8 thk built up fin
alum. nose threaded on tube
3/16 dia. alum. tube

NEWS FROM THE READERS

This is as far as we got in the current "paid-up" list this month:

BRIAN SHARPE, Ontario, Canada
DON KRUS, Paxton, Mass.
MIKE KARLAK, Bedford, Ohio
RAY LaHOOD, Omaha, Nebr.
RALPH TENNY, Richardson, Tex.
BERNIE GAFFRON, Minneapolis, Minn.
ALLEN CHAPMAN, Denver, Colo.
JEROME ABELMAN, East Meadown, N.Y.
JAMES TAYLOR, Princess Ann. Md.
STAN CHILTON, Wichita, Kans.
BILL KOZAK, Parama, Ohio
TOR BORTHNE, Oslo, Norway
DONALD WALLACE, Mentor, Ohio
WALT RADY, Sunnyvale, Cal.
TOM SMITH, Santa Clara, Cal.
LOYDD WORNELL, Ft. Worth, Tex.
BOB HARRISON, Oxnard, Cal.
JOHN JORDAN, So. Boston, Mass.
PETER WANNGARD, Stockholm, Sweden
DICK BLACK, Omaha, Nebr.

BILL KOZAK, Pres. of the Cleveland Society of Model Aeronautics, sends along a welcome donation from that long-standing hot-bed of modeling. Bill also promises to round up some FAI plans for publication. Should be interesting. We're not sure but isn't this about the only group around who has produced two Wakefield winners?

RALPH "BUD" TENNY, Richardson, Texas, says he's not primarily an FAIer but intends to pass his copy among his local club members. Good idea! If more clubs adopted this idea it would sure ease our printing and production problems! Bud is also editor of INDOOR NEWS AND VIEWS, official publication of the National Indoor Model Airplane Society. Sent some sample copies. Very professional job and filled with meat for the indoor bug.

JAMES TAYLOR, Princess Ann, Md., has the right idea. He writes, "I would like to be a part of your wonderful organization. I feel it is serving a worthy cause. Here is my buck for the SCATTER." That's what we like to hear! Every reader should consider himself a part of this publication. Only through each subscription fee, and each material contribution can we keep it interesting and useful.

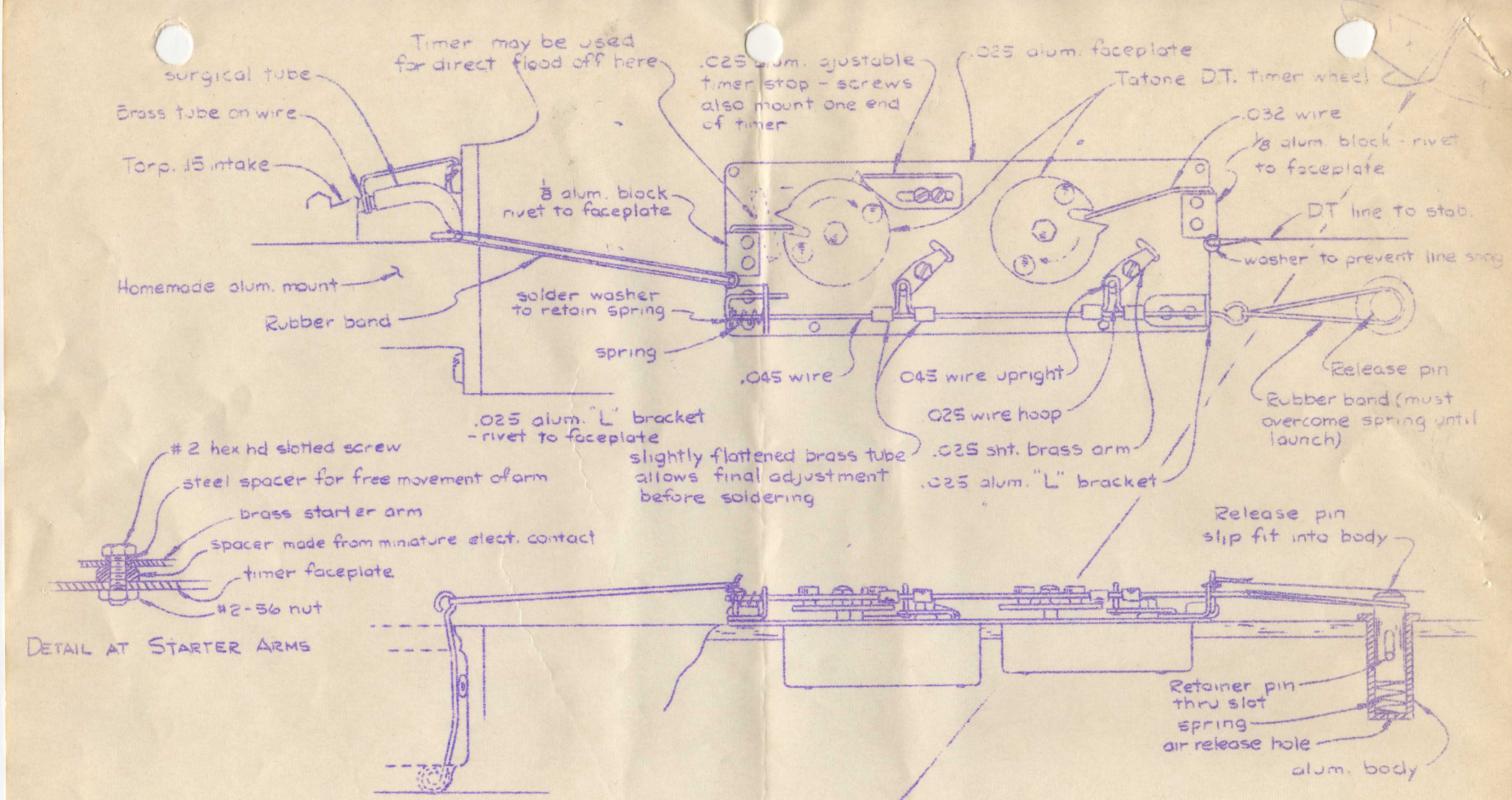
DON KRUS, Paxton, Mass., wonders why Moulton thinks we're a hot head. Obviously, Don, you just haven't been reading our editorials! Don also says his club (NEWG) gets SCATTER, but wants his personal copy because..."SCATTER is something like Marilyn Monroe--every man should have his very own to manipulate to his heart's content." (Ed. note: Well, Now!!!)

DON WALLACE, Mentor, Ohio, sends a nice letter saying that SCATTER is a shot in the arm for someone interested in Wakefield, Also we must quote one line that is typical of many letters we get each month. It goes: "The magazines on the market have a big lot of nothing for FAI". So, you professional editors: are you listening? Those are your readers talking!

The "TWO TIMER" by Bob Van Nest (SCAT)

I've been using this timer set up for a number of months in my FAI power model and can say that it leaves little to be desired in the way of a start-at-release system that seems so necessary with the ten seconds of power we're allowed.

The parts are all fairly thin brass or aluminum sheet; and easily bent wire. The rivets don't require much except a careful countersink for the flush heads. I set mine with a small hammer and center punch or nail set. All rivets are 1/16 dia. aluminum with flush heads.



SETTING AND OPERATION

1. Set timer to stop with rubber band over release pin - (strong enough to overcome spring)
2. Set wheels and D.T., and flood off squeeze wire over surgical tube
3. With engine running and tuned, grasp fuselage with thumb on release pin (right handed) - rubber band will ride up over chamfer on release pin, but timer won't start until thumb leaves pin, when you ..... launch

Bob Van Nest's TWO TIMER

A combination flood-off & D.T. with single start system

FOR ANY POWER MODEL

Scale - Full Size

Cusick - Mar 62

The thing to be most careful of is alignment before soldering the starter arm hoops to the connecting wire. Make sure both timers start at the same time.

The DT timer is a stock Tatone product and the flood-off section has operated well with both the Tatone or a modified Autonips camera timer. You may use a direct flood off section with the flood line going across the front of the timer, and with a little extra effort you can add auto rudder and possibly auto stab features to the front timer.

Don't be afraid to give this rig a try. It's not as difficult as it might seem at first. You can learn a lot from building up the first one. This is my third version on the same basic layout.

OOPS! DEPT.

The article on Dunham's Wake. hub assembly in last month's issue had an error. The width of the yoke is not 3/16"...it should be 5/16". The bobbin width is a few thousanths less than 5/16" to permit a tight fit up. (Ed. note: Stop the drill press, Charlie!!!)

1962 NORDIC COUNTRIES CHAMPIONSHIPS REPORT by Birger Bulukin (Norway)

Oslo, Norway: We flew on a frozen lake outside Oslo. There wasn't a cloud in the sky so the temperature crept up to -4°C during the day. We got some thermals and downdrafts as the contest went on, and retrieving was 2 km (1.25 miles) in 10" of snow for a max flight. (Luckily I brought my skies with me). (Ed. note: Oh, brother!!) Results were as follows:

A/2 (individual)

	Seconds
1. Ronni Hassrød (Norway)	889
2. Matti Pyykkø (Finland)	852

A/2 Team

	Seconds	
1. Finland	2427	(12 competitors)
2. Norway	2409	
3. Sweden		
4. Denmark		

Wakefield (individual)

1. Pennti Aalto (Finland)	874
2. Reino Hyvarinen (")	870

Wakefield Team

1. Finland	2513	(11 competitors
2. Sweden	2427	2 from Denmark)
3. Norway		
4. Denmark		

Power (individual)

1. Birger Bulukin (Norway)	785
2. Sandy Pimenoff (Finland)	775

Power Team

1. Sweden	2098	(11 competitors
2. Norway	2072	2 from Denmark)
3. Finland		
4. Denmark		

(Ed. note: We're happy to report that Birger won the Power event with his "Django" design which was published in the January '62 SCATTER. He used a new Super Tigre G-20 (run 15 minutes before the contest). with a Tornado 7"X4" nylon prop, and Cox racing fuel, at a temperature of -10°C, the rpm was about 18,000.)

FROM THE NOTEPAD

*****Some unknown friend has sent a copy of the French model mag., "Models Magazine." Thanks, whoever you are! It is a very interesting publication. That's a nice looking Wakefield on the January cover...could we have the drawings, please?

*****Our friend in Belgium, P. DELFELD, sends along MODEL AVIA. He says this is not a professional magazine; but it is most certainly the best effort by a group of modelers we've seen. If your French isn't too rusty, we can highly recommend this mag.

*****The Editor doesn't apologize for the unusual (unusual???) lateness of this March issue. But finishing the new Nordic, closely followed by an unforseen upset in the personal schedule has taken it's toll. However, we are sorry for all the unanswered letters which have piled up in the last few weeks. We will get on them as soon as this issue is put to bed. In the meantime, thanks to all those who have given their time in writing those letters.. which contained many excellent contributions, interesting comments, and best of all, a universal understanding and appreciation, as modelers, of our sometimes sloppy efforts in providing this publication for them.

*****Back issue requests continue...again we can only say, when we have 'em you'll get'em. no extra charge. But, usually, the mailing list grows faster than our printing capacity...so, there's usually just enough to go around.

FAI POWER MODEL by Dick Colonna (Hampton, Va.)

(Ed. note: Dick didn't send any construction details on this capable-looking power ship, but the drawing is quite detailed. Among other details of interest is the neat semi-cowl, with thoughtful cooling provision Here's what Dick had to say about competing with the model:)

This is the model I used at the last elims and semi-finals. It was going real well until it got treed in the sixth round. My spare was out of trim for the seventh round, so I washed-out.

STEVENAGE-UPPER HUTT-SCAT F.A.I. POSTAL CONTEST

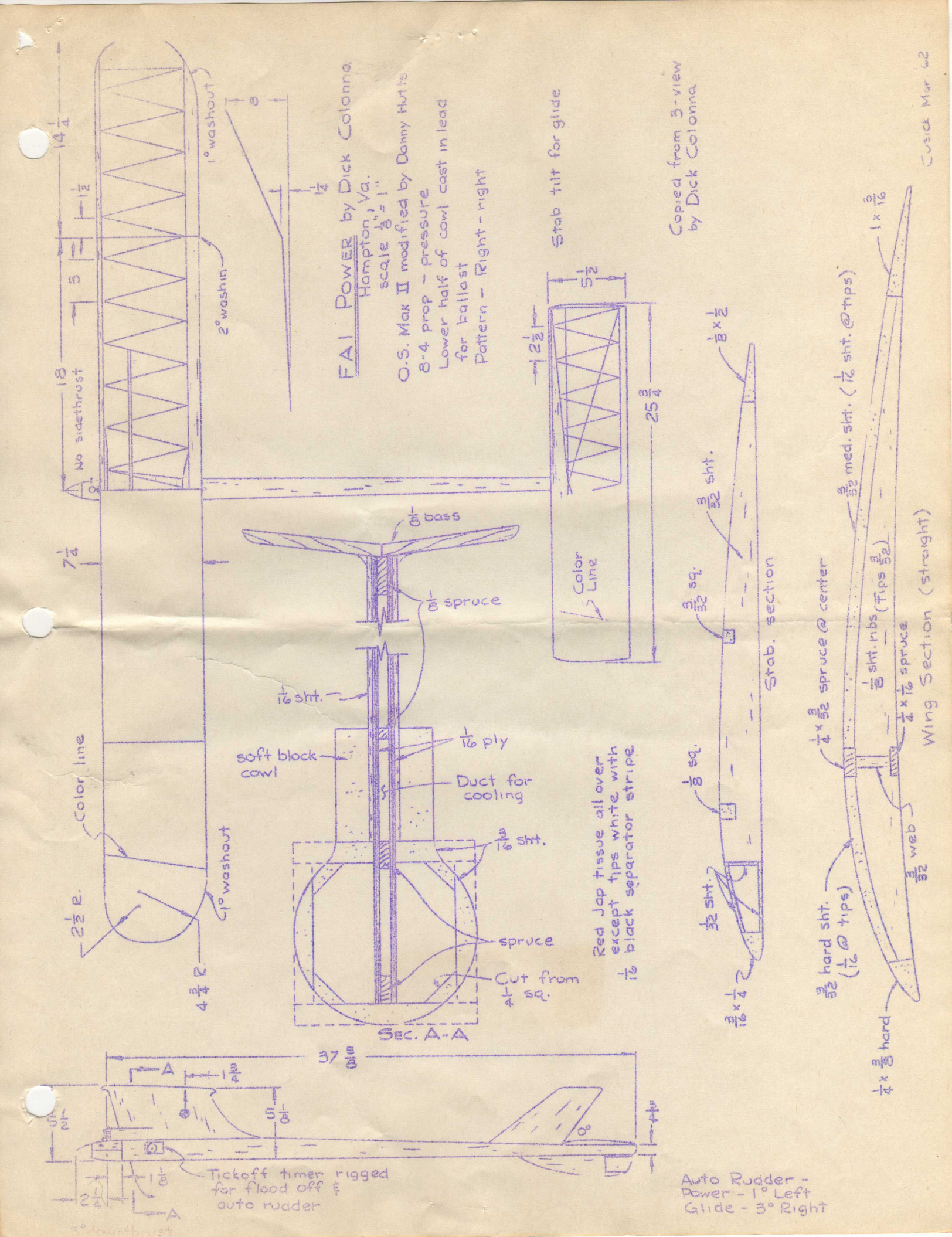
In March a postal contest was organized for Wakefield, Nordic, and FAI Power between the Stevenage Model Flying Club (England), the Upper Hutt Model Club (New Zealand) and the Southern California Aero Team (Los Angeles). Here are the results:

STEVENAGE:

Nordic	G. Dallimer	1:54 3:00 1:56 2:34 1:54	- 11:18	(Seeptre)
	J. Brookes	2:46 3:00 1:00 2:15 1:41	- 10:42	(Lucifer)
	B. Dowling	1.52 3:00 1:08 2:28 1:05	- 9:33	(short moment arm ship)
		Total	- 31:33	
Wake-field	G. Dallimer	3:00 2:55 3:00 3:00 3:00	- 14:55	(14 stds. Pirelli)
	B. Mach	2:17 2:38 1:35 1:55 1:07	- 9:32	(14 stds. Dunlop)
	P. Giggle	1:14 0:56 1:23 1:05 1:53	- 6:31	(rolled fuse. job)
		Total	- 30:58	
Power	G. Dallimer	3:00 2:44 3:00 2:45 2:39	- 14:08	(Lucky Lindy, ETA 15)
	B. Mach	2:10 2:46 3:00 2:43 2:54	- 13:33	(Lucky " "
	A. Payne	No flights		(Pultri, Cox 15)
		Total	- 27:41	
			Grand total - 90:12	

SCAT

Nordic	B. VanNest	3:00 3:00 1:58 3:00 3:00	- 13:58	(Org. SCATTER, June '61
	D.Gildersleeve	1:48 3:90 1:20 1:06 2:53	- 10:07	(" " Nov.'61)
	D.Hutchinson	2:24 3:00 2:24 0:32 1:14	- 9:34	(Ikarus IV, AM Annual '58-9)
		Total	- 33:39	


FAI Power by Dick Colonna
Hampton, Va.
scale 1/8" = 1"
O.S. Max II modified by Danny Hurts
8-4 prop - pressure
Lower half of cowl cast in lead
for ballast
Pattern - Right - right
Stab tilt for glide
Copied from 3-view
by Dick Colonna
1° washout
2° washin
No sidethrust
Color line
Color Line
1/8 bass
1/8 spruce
1/16 sht.
1/16 ply
soft block
cowl
Duct for
cooling
1/16 sht.
spruce
Cut from
1/4 sq.
Sec. A-A
Red Jap tissue all over
except tips white with
1/16 black separator stripe
Stab. section
1/8 x 1/2
3/32 sht.
3/32 sq.
1/8 sq.
3/32 sht.
3/16 x 1/4
Wing Section (straight)
1 x 3/16
3/32 med. sht. (1/16 sht. @ tips)
1/8 sht. ribs (Tips 3/32)
1/4 x 3/32 spruce @ center
1/4 x 1/16 spruce
3/32 web
3/32 hard sht.
(1/16 @ tips)
1/4 x 3/8 hard
Tickoff timer rigged
for flood off &
auto rudder
Auto Rudder -
Power - 1° Left
Glide - 3° Right
Cusick Mar 62

Wake-	J. Patterson	3:00	3:00	2:33	3:00	2:46	- 14:19	(Org.SCATTER 7/61)
Field	M. Harker	2:53	3:00	3:00	1:42	1:37	- 12:12	(Thunderbird SCATTER
	B. Wiehle	2:57	2:20	3:00	1:58	2:41	- 12:56	(Org. SCATTER 3/61)
						Total	- 39:27	
	C. Cusick	2:41	3:00	2:21	2:26	1:56	- 12:24	(Saturn II SCATTER 9/61)
Power	B. Hartill	2:57	2:22	2:22	2:25	2:08	- 12:14	(Org.)
	J. Trego	1:48	2:12	3:00	1:58	2:13	- 11:11	(Snicker SCATTER 5/61)
						Total	- 35:49	
							Grand Total	108:55

UPPER HUTT

	J. Malkin	3:00	1:00	1:48	2:10	2:43	- 10:41	
Nordic	B. Cook	3:00	3:00	0:45	3:00	0:33	- 10:18	
	W. Choy	3:00	1:43	0:51	1:26	1:55	- 8:55	
						Total	- 29:54	
Wake-	B. Cook	3:00	2:00	3:00	3:00	2:05	- 13:05	
field	J. Malkin	1:18	2:08	2:21	3:00	3:00	- 11;47	
	T. Malkin	0:45	0	0	0	0	- 0:45	
						Total	- 25.37	
Power	J. Crombie	1:46	1:52	0	0	0	- 3.38	
							Grand Total	59:09

Geoff Dallimer sent along a report of the conditions at the Henlow site used by the Stevenage club. The temperature didn't get above the 40's all day. The wind was light until about 11:30 AM, when it gradually increased to moderately strong. There were a couple of light snow showers and a shower of rain during the afternoon, which were interspersed by bright periods when the sun broke through the cloud between cold fronts. As someone remarked, "Typical British contest weather"! In addition to the weather our English friends had another setback. Their best Wake. flyer, Alan Payne, made a check flight set his model down in front of his car (out of the wind) then, promptly got in the car and drove straight over his model, his accessary case, and his winder. Then to top things off, Payne's Cox wouldn't run when he tried to fly in the Power section of the meet. (Ed. note: All in all, bit of a sticky wicket, chaps!)

The SCAT teams flew in very unusual weather, (for So. Calif.) The day was chilly (in the 50's) and overcast with rain-heavy cloud cover. Wind was a mild drift (2-4 mph) which constantly changed direction. After several site changes in an attempt to out-guess this drift, the flying started to the accompaniment of off-and-on light rain. The threat of very hard rain was growing stronger, so all flights were carried out as fast as possible, and everything was finished by 1:00 PM. (A good idea, as the rain started in earnest shortly thereafter.) The unusual weather produced no typical California "boomers", just reasonable patches of lift, evenly mixed with reasonable (?) areas of downdrafts. The constantly changing wind drift played hob with A/2 towers, and many started 90 to 180 degrees away from a just completed tow. There were the usual mishaps which seem to only occur during competition flying. Two we remember were; Craig Cusick's DT timer tripping at 1:30 after his power model was well away on a max on his last flight.. and Don Hutchinson's well trimmed and well seasoned A/2 suddenly, for no reason, deciding not to tow properly.

Bill Cook writes to say that the Upper Hutt group had their troubles too. They started flying at 6:00 AM and the wind was light at ground level but evidently rather strong up high as a max flight was using up half a mile of downwind chase. Ted Malkin had bad luck right off in Wake. as his model

stalled down hard from its power height and broke its nose block on landing. When the NZ lads started their A/2 flying the wind had strengthened and the max drift was up to 1200 yards. Half way through this event a strange kind of turbulence was encountered and all three flyers had their models damaged in the same manner. During the tow all three ships were suddenly rolled over on the line and came straight in. This "mass" damage required much field repairing and interchanging of components to enable completing the rounds. Welly Choy damaged his A/2 stab while testing and made his first max with a piece of balsa pinned along most of the leading edge. As a result he now has a new theory; "The sections don't matter at all, it's the thermal that makes the difference!" In power the Upper Hutt gang was caught short. Cook and Frank Lunch didn't have their ships ready in time, so John Crombie was left alone to compete with his partially trimmed Saturn. On the third he launched slightly crosswind and wrecked the lot..including K&B 15R.

(Ed. note: In spite of poor weather, broken models, etc., all three groups seemed to think this postal contest was a good idea...and all are looking forward to a "return match.")

A SPECIAL ANNOUNCEMENT TO ALL SCATTER READERS

With this issue SCATTER completes its first year of publication. It has been a year of hard work by our multiple staff, but it's also been fun, and, from the mail received, a well appreciated effort. Our purpose has been to bring good FAI-FF info. to you at a minimum cost. However, since our club membership and traasury are both small, and since SCATTER must pay its own way, we are now forced to increase the subscription fee to meet increasing expenses. So, from the April issue on, the new yearly subscription will be $2.00, plus of course, the usual request for publication material from all readers. "Old" readers who are coming up for renewal, and newcomers requesting subscription information will be notified personally by mail of their new "dues."

COMING NEXT MONTH

Oh Boy! We've got a bagful of "goodies" for you in the April issue! To name a few: Internationally-known FAIer, Hank Cole, will present his new A/2, featuring some clever new ideas; SCATman, jovial Dick Gildersleeve, will offer his new, flew-right-off-the-board Power ship; Bill Hartill will discuss the topic of exhaust tuning for engines; there'll be a very out-of-the-rut Wakefield from overseas, and...well just wait and see!

