THE

SCATER

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President-Jim Trego; Secretary-John Wordin; Editor-Ken Sykora, 6717 Wilkinson, Apt. 205, North Hollywood, California Subscriptions: $2.00 per year

HOW TO RUN A NEWS LETTER IN YOUR SPARE TIME...FOR FUN & PROFIT

Recently we've answered several personal letters...some polite, some gruff...about our currently lagging publication schedule. Since such letters usually indicate similar interest by a larger group who for various reasons do not write a general reply to the readership is indicated.

As an FAI free flight club we established this paper because we felt the professional modeling press lacked good information, technical and otherwise for the serious FAIer. Yet even we had so underestimated this need that even our small effort soon became a serious and time-consuming piece of club activity. And in the process of publication exchanges, we soon "met" many other clubs who shared our disenchantment with the professional press and had founded publications of their own.

We don't know the secret of the schedules these other papers usually maintain...perhaps they work harder, or have a smoother operation than ours (could there be a rough one?)...but whatever it is, they seem to meet their deadlines.

We do know, of course, one of our main weaknesses. From the outset we declared ourselves to be a flying club first and a publishing club second. We look on our news letter therefore as an extra service to the FAI clan... but not as a reason for our club's existance.

It is, therefore, with some pride, rather than shame, that we blame much of our recent tardy scheduling on our recent intensive modeling activities (i.e. building, flying, competiting). It is, we think, a rare club, especially in the often unrewarding (trophy-wise) activity of FAIing, which can boast such a whopping percentage of active members who are constantly designing, building, and flying in the FAI classes.

Within this defense, however, we do feel the responsibility to provide our readership with a publication...in return for their subscription fee for our expenses, and the materials they provide to fill these pages. We, therefore, will make good our promise to produce; if sometimes not to the best of schedules.

We decided long ago never to come to this typewriter without a little glue on the fingers...a little balsa dust in the hair. For only under such conditions can we honestly fill our notch...a gap left by today's profession- modeling editors, who it would seem, have successfully met the pressing responsibilities of their advertisers, while often leaving their readership wanting.

So if the postman doesn't drop the SCATTER (or any other club letter!) in your box when you think he should, don't write an angry letter. Instead send something nice for publication. You'll make some club editor's job easier and improve some future issue. And never fear you'll get that next copy; just as soon as...that...damn...dihedral...jig...is...trued...and...secured...

NEWS FROM THE READERS

This month's new readers includes:

JOHN WOODS, Winnipeg, Canada NORMANN STOVLAND, Strommen, Norway

FRANK ZALC's countless modeling friends throughout the world will be interested to know that he has joined our ragged little band having decided to hang his hat here in the land of golden smog. For those who may have lost contact with the "father of technical free flight", we'll mention that his address out here is, Box 135, Northridge, California. Says he still gets a kick out of finding his mail box stuffed full, so have at it! And if you're missing any of those invaluable "Yearbooks", he's the man.

NORMANN STOVLAND writes to send us the results of the FAI Nationals held recently in Norway. Thanks, Normann; we'll publish soon.

JOHN WOODS, of Winnipeg, says his club, M.A.A.C. Men, is one of three clubs and many independent members (totaling 140!) which make up the "Model Aircraft League of Manitoba". Sounds like quite a going group! Though most interest is currently in c.l., John says his club is ff., with some five or six members consistant FAI enthusiasts. Says most of their designs are conventional modern but if they come up with any outstanding designs, they'll send 'em in. (Ed. note: Please do, John, we could personally use an outstanding design or two!)

WEST COAST 1962 TEAM NORDIC A/2 by Norm Ingersoll (North Ogden, Utah)

The basic goal in designing this model was to produce a balanced high performance layout that could fly well in 0-20 mph winds. Cleanliness was a definite consideration along with strength and light extremities.

The wing airfoil is the Benedek 7457-d-2. Rather than resort to rigged turbulators, randomly spaced spars in conjunction with a sharp leading edge are utilized in an attempt to achieve the same effect. This is the reason for sheeting the undersurface of the wing leading edge and not the top. The sheeting, plus shear-webbing and spruce spars provide sufficient strength for bad conditions. This general construction technique was pioneered--to my knowledge--by Herb Kothe and Frank Huffman of the Dallas-Ft. Worth area for power models.

Dihedral is used in the tail plane to cut down the required fin size and to keep the tips free of ground obstructions. A fuse dethermalizer is employed because of its absolute reliability.

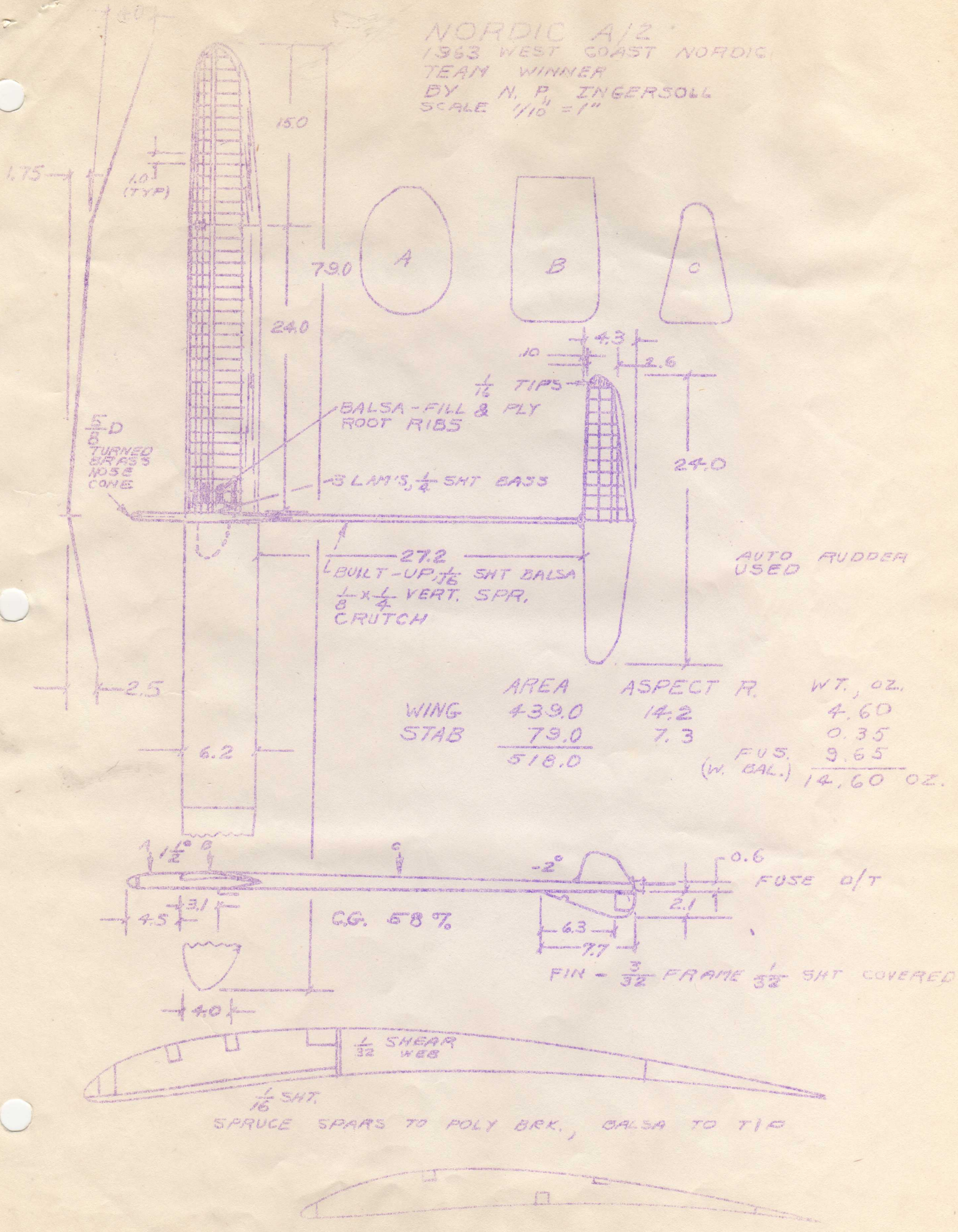
As to flying qualities, the design has been comparatively vice-free to date. It follows very well on tow and has good thermal qualities. I have found that it requires some velocity on release and should be led into its natural turn.

NORDIC A/2

1963 WEST COAST NORDIC TEAM WINNER

BY N. P. INGERSOLL

SCALE 1" = 1"



	AREA	ASPECT R.	WT., OZ.
WING	439.0	14.2	4.60
STAB	79.0	7.3	0.35
	518.0		FUS. 9.65
			(W. BAL.)
			14.60 OZ.

SPRUCE SPARS TO POLY BRK., BALSA TO TIP

SOME THOUGHTS ON FAI DESIGN, by Don Assel, (Canton, Ohio)

Since way back I've been flying FAI events. I think the year was 1948--the first Wakefield after the war--finals at Akron airport--Roy Chesterton won it with that job that had the big tumor underneath. After seeing that I've hooked on FAI events. I haven't made a team yet but I'm still trying.

I've made some bad mistakes but I learn from each one. The solutions to some might be worthwhile to other readers.

First, build a plane for the weather that you're flying in--windy, C.G. at 60%--moderate wind, C.G. at 75%--calm, 90% to 100%. Don't get too wild on design--there never has been a really off-beat design win any FAI event in recent times. Check this--in the ten years or so that we have been using really powerful engines, a conventional pylon design has won every time--even in '60 when there were 5 winners--no high thrust.

It seems to me the only reason for moving the engine up is to avoid using downthrust. So what's wrong with downthrust? It makes for a very dependable airplane. Also it's not as wasteful as most people believe. (See the letter from W. Blanchard in Apr. '62 MAN, in Miller's VTO column). When a high thrustline plane wins power then I'll start building them.

A second general rule deals with the distribution of weight--keep the moments of inertia low. Yes, you can make a plane fly with high moments of weight but it will always recover quicker from any upset with lower moments. Check the record--Henry Cole's record A/2's--Conover's "Lucky Lindy" uses a ballast box--that Hungarian that took rower in 1958 used an overweight plane to get ballast in the pylon.

Here's an interesting personal observation--there is an over-emphasis on high aspect ratio wings. A high aspect ratio means a heavy wing, therefore, high moments of inertia. Try this sometime: Get two Nordics; one with a high AR wing, one with a low AR wing--set them up to DT when the tow hook comes off--the high AR wing will come downfaster and first everytime. Conclusion, all things being equal, a vertical movement of air has a greater effect on the large chord low AR wing than on the small chord high AR wing. In thermals the movement of air is vertical (see SCATTER May '62) in relation to the wing; hence a low AR wing should take greater advantage of rising air, also low moments should make for tighter turns in the thermal.

No, I don't believe in extremes of low aspect ratio; just keep it reasonable.

One thing that has always bugged me is an engine that won't start on the first few flips. To remedy this I did some fooling around with different batteries and an ammeter. There is a startling drop in amps through a long wire. Five feet of wire will cut the amps to about 1/3 the output of the battery. The lowest drop was through solid hook-up wire.

My solution is to use one of those little ni-cad rechargeable batteries and about 10" of wire. Works like a charm and it's the most reasonable money-wise over a long run. I simply hold the battery along side the pylon or the side of the body. The important thing is to keep the lines between battery and glo-plug as short as possible.

INDOOR FAI WORLD CHAMPIONSHIPS REPORT

The World Champs for FAI Indoor was certainly an outstanding event this season. Held at Cardington Airship hanger in England on Sept. 23, the conditions (it would seem) were ideal and the flying was, without doubt, of the highest calibre.

GERMANY surely came through following faithfully to the "after hours" potential so well demonstrated at the last IWC by Hacklinger with his world record, but not contest "official", flight of 44:20. Results were:

	Best two flights		Total
Reike, Ger.	*45:40	43:08	88:48
Hacklinger, Ger.	43:37	42:40	86:17
Redlin, U.S.A.	45:17	38:43	84:00
Draper, Eng.	40:44	35:48	76:32
Hewel, Ger.	35.07	33:54	69:01
Monks, Eng.	34:36	33:03	67:39
Hamalainen, Finland	34:05	32:57	67:02
Egri, Hungary	34:01	32:25	66:26
Varszegi, Hungary	30:49	28:20	59:09
Biggee, U.S.A.	30:21	28:08	58:29
Malkin, New Zea.	28:03	25:04	53:07
Parham, Eng.	26:44	25:46	52:30
Kowalski, U.S.A.	32:46	19:33	52:19
Raulio, Finland	27:23	22:56	50:19
Taurio, Finland	27:04	23:13	50:17
Ocsodi, Hungary	23:01	17:10	40:11

Team Results

1. Germany	244:06
2. England	196:41
3. U.S.A.	194:48
4. Finland	167:38
5. Hungary	165:46
6. New Zealand	53:07

*New World Indoor Record

NOT ON THE AGENDA by Bill Hartill (SCAT)

(Ed. note: When Hartill turned in his report on the West Coast Semi-Finals last month he added some rather wild footnotes which we thought contest goers throughout the world would understand and enjoy).

*****at four AM the morning of the Power event I stumbled out of the motel in my pajamas and was rummaging around for a pair of pants in the car. A cop came running up from the shadows with a gun drawn! I thought to myself, "this is it, I'll be shot resisting arrest or spend the first 3 rounds in jail!" The cop panted, "did you see a guy cut through here a minute ago?" Never did find out who they were after.

Other tender vignettes:

*****Jim Patterson and Bill Schnobrich stretch-breaking-in Bill's Wake motors with two cars at 11:00 PM in the motel parking lot.
*****Bill Hartill caught red-handed taking motel ice cubes for his ice chest!
*****Jim Trego successfully making off with motel "courtesy" doughnuts!
*****Andy Faykun and Ray Hansen were out in front of their motel room stretch breaking-in Wake. motors by hooking one end on a door knob and the other on Andy's cane hooked on the iron railing. Hansen was dressed in suit and tie, Faykun in pajamas. In the midst of their activity they heard a woman scream loudly, just once, down the hall. A little later a cop came running up. He looked at Andy, looked at Ray and then asked, "What are you doing here?" Ray says, "We're stretching rubber bands." The cop boked back and forth at the rubber; looked at both of them; then turned and slowly walked away.

*****Warning by oil line patrollman to watch out for coyote traps downwind on the flying site.
*****Picking up bits of conversation on the citizenship radio band such as Spanish voices discussing a river crossing; a Luftwaffe pilot requesting landing instructions for his Luscombe 109; and "Amelia Aerhart" Wiehle on "May Day" call trying desperately to get a position fix.
******Driving on to the field at 1:00 AM in complete darkness...couldn't tell where the spot was until we heard the tell-tale sound of beer cans crunching under the tires.
*****The look on John Wordin's face as a power job (being tested out of bounds) went right through his No. 1 Nordic on an official. Confetti!
*****Hartill and Trego in the retrieving car downwind chasing somebody's model. The radio says that Trego's model was picked up by somebody. Hartill spots a red wingtip sticking up out of a gulch. Sends Trego to pick it up. It's Trego's Nordic! The Hartill legend lives! He found a model before it was lost! (Seems the first report on Trego's model was wrong, it was someone else's.)

RUSSIAN FAI POWER MODEL by Durov

(Ed. note: We found this model in the model data sheet supplied with a Russian aviation magazine called "Wings of the Motherland." (At least that's the translation we got!) There was only a minimum of data given for the ship so most of the details are included on the drawing, however, it is interesting to get a look at such a model because outside of the WC Teams from Russia we usually see little of the design trends from that country.)

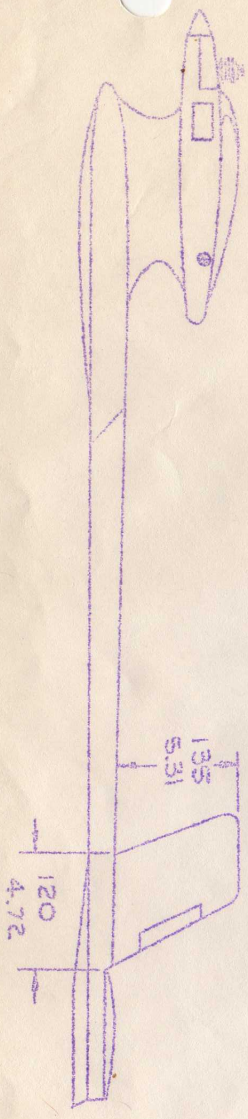
COMMENT ON THE CENTRAL AREA SEMI-FINALS by Pete Sotich

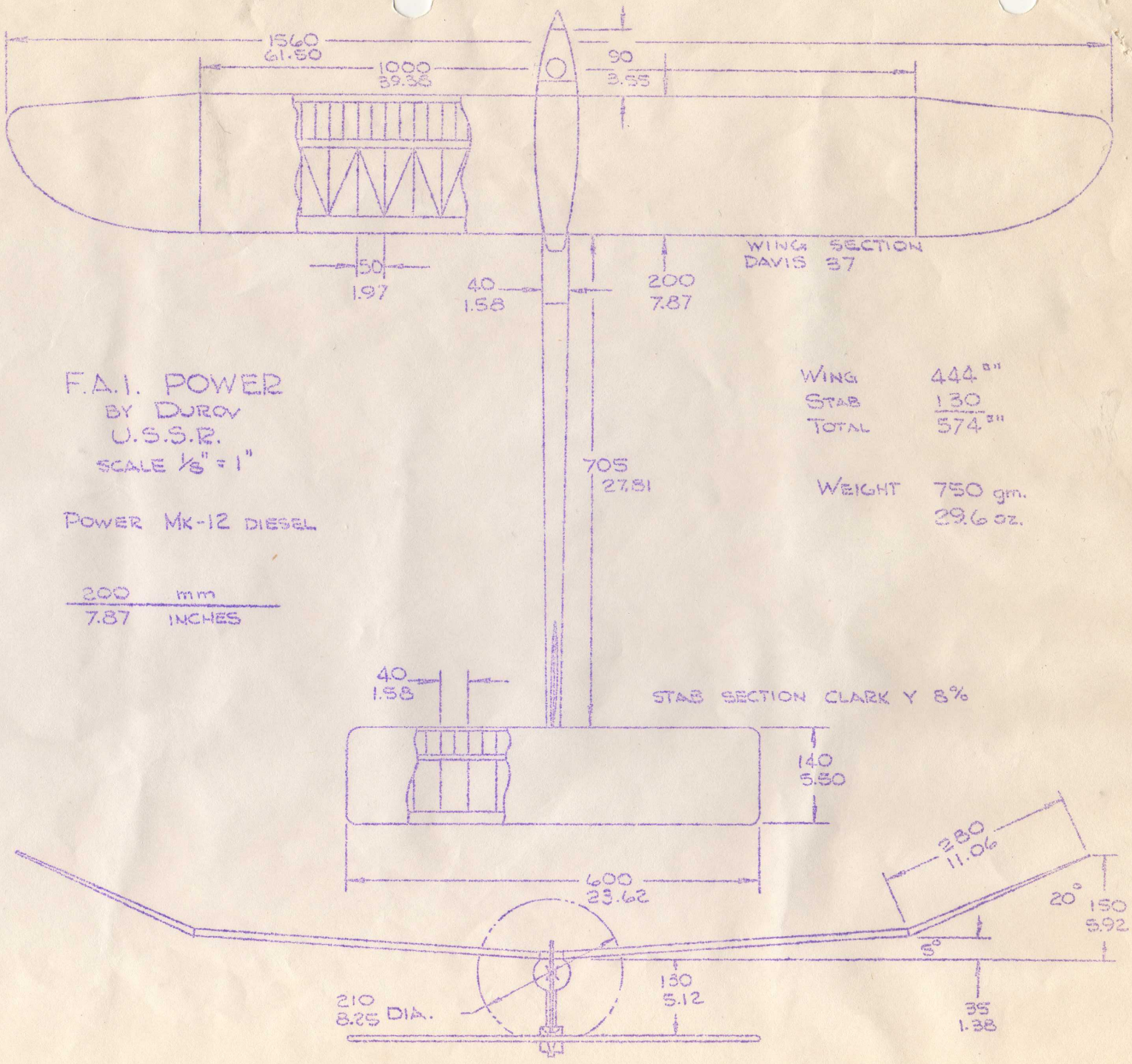
(Ed. note: This is Pete's reply to the memo from Lynch & Batiuk which we ran in the August issue. We have cut it down from a long long letter.)

Since my name was mentioned in the memo from Lynch & Batiuk as an individual who did not obey the rules I feel justified in offering my comments about what actually happened in the Chicago area trials. I write as a Contest Director and not as an AMA official. There has been much talk as to the system used in conducting the '62 trials and perhaps enough comments will be received to bring about a better method of selecting future teams. Here's what happened in Chicago:

1. First trials held as scheduled on June 10. 12 entries, 1 qualifier.
2. Second trials postponed from July 8 to 15 due to high winds. (Contestants, not C. D. voted to postpone.)
3. On July 15 two rounds completed when meet rained out.
4. Tried again July 22; 3 rounds completed then rained out again.
5. August 6--tried 2nd trials again, allowed all contestants still having chance to qualify, to count their 3 flights made on July 22. Last 2 rounds were thus held on 6th, and two more qualified.
6. Third trials held Aug. 12 as scheduled (20 mph winds all day).

On the postponement of contests I received a memo from Sid Jepson on July 10, 1962 saying, "Another point that should be made; you may postpone the locals a week if the weather is lousy on scheduled day. Use your own judgement on this. I'm sorry I haven't stated this before. I didn't realize that this wasn't understood. We want to get as many qualified people to the Semi-Finals as possible so we can be flexible without weakening the program in general. If you have any other questions, please do not hesitate to ask."





F.A.I. POWER

BY DUROV

U.S.S.R.

SCALE 1/8" = 1"

POWER MK-12 DIESEL

WING	444.0"
STAB	130
TOTAL	574.0"
WEIGHT	750 gm.
	29.6 oz.

200 mm
7.87 INCHES

I don't know if other C. D.'s got such a memo. Evidently there was a lack of communication between the Committeemen and C. D.'s. Success of the FAI program depends on communications.

There was no attempt on my part as C.D. to see certain individuals qualify since all entrants had to make a specified time to qualify for the Semi-Finals. Weather played a very important role in this year's trials.

What do you prove by flying models in high winds when a specified time has been established to qualify? Who can make the strongest models? It was my feeling as C.D. to abide by the contestant's wishes rather than be forceful and demand that they fly their models.

In the memo by Lynch & Batiuk it was mentioned that none of the FAI modelers in the Denver area agreed with the method of qualification. Did these modelers write to their ICC committeeman to let their feelings be known? How else can he know of modeler's interest in this type competition unless their feelings are known?

I have not intended to criticize any individuals but to explain the facts as they happened. I'll gladly answer any questions directed to me on any of my actions. Please realize that much time and effort was put forth by me to enable modelers in the Chicago area to even have a series of F.A.I. ff qualification trails.

SCAT WEST COAST TEAM TRAVEL FUND

The SCAT club sponsored team travel fund for west coast FAI ff team members was offered for the second time at the Fresno Semi-Finals. It was a big success but ironically, again only one of the three team winners happened to be a share holder. This was Carl Hermes of the Wakefield team. On his initial $5.00 investment Carl pocketed a cool $75.00 after the meet! (Ed. note: Knowing how Carl likes his beer and since the Finals will be in Austria next summer with this kind of "loose change" in his pocket, this maybe the happiest championships the ole vet has been to yet!)

FROM THE NOTEPAD

*****We see that American Modeler has announced that it will be issued only every two months from now on...and the price has been upped to 50¢. Gee, fellows, we knew the SCATTER was giving you lots of competition...but we didn't think things were that bad!

*****Our last appeal for more contributions of publishable materials from readers had some very gratifying results. But we can "eat up" such materials quite fast...so we'll ask again. With the Semi-Finals over for the U.S. teams you guys no longer have this excuse!...so let's have some of those team winners...and some of the "close finishers" we've been hearing about. And how about you readers from overseas? Since many of you are "snowed-in" for a long cold winter why don't you spend some of those long winter evenings putting together some "goodies" for the rest of us to enjoy?

COMING NEXT MONTH

For the November issue we suggest you get the wimmen and kids inside the fort...Hartill is coming down out of the hills with his wild new A/2 "Geronimo!"...there'll also be a report of SCAT's Nordic Challenge Cup contest...and, well, what have you sent us?