THE

SCATER

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PARIS FAI MEETING - John Worth, AMA Headquarters

John Worth and Frank Ehling, attended the meeting of the Free Flight Sub-Committee of the C.I.A.M. on the 3rd of December 1963 in Paris, France. (What a racket!) John sent a copy of the minutes with his comments.

M I N U T E S

all decisions unanimous unless otherwise stated.

Present: In the Chair: Mr. S. PIMENOFF (Finland)

Mr. F. Ehling (USA)
Mr. R. Guilloteau (France)
Mr. E. Krill (Austria)
Mr. M. Dordevic (Jugoslavia)
Mr. W. McGarvey (New Zealand)
Mr. R. Cerny (Czechoslovakia)

1. MODEL SPECIFICATIONS

There are no proposals for Model Specification changes and the Sub Committee agrees completely with this thinking. We do however realise that Model performances are continuously being improved, therefore, the Sub-Committee should study the following solutions for possible future specification changes.

Wakefield a) French suggestion; total weight 280 grams.
b) AMA suggestion; rubber decreased to 40 grams. Total weight the same.

Power: Finnish suggestion; Maximum engine capacity 1.5 cc
Power loading 500 gms/cc
Surface loading as now.
AMA delegate abstained.

Indoor: Austria wants the Committee to reconsider SMAE proposal of 65 cm span.
There are no changes suggested for glider.

2. USSR PROPOSAL CONCERNING ARTICLE 3.6.2.

The Sub Committee finds this a good suggestion, however, this could place an undue financial burden on the Organiser therefore it cannot be made obligatory.
The Committee has dealt with matter in the following recommendation:

adopted for inclusion in sporting code

3. RECOMMENDATION FOR FREE FLIGHT CHAMPIONSHIP ORGANISERS

Prepared by the Free Flight Sub Committee.

I. All contest flights should take place from a clearly defined starting area, which may be entered only by the contestant and his helper, the team manager, time-keepers and officials. This arrangement assures the contestant freedom from disturbances during his last preparations and the critical moments of launching. For the Organisers this arrangement provides good control over the contest and makes time keeping, scoring etc., run smoothly. The starting area should be a reasonable narrow rectangle perpendicular to the wind.

II. According to the Sporting Code the contest must take place between the hours of sunrise and sunset. In accordance with this the early hours of daylight should be used to prevent the contest to end in darkness and enough time must be reserved for eventual additional flights (fly off), so that they can be carried out under good light conditions. This is doubly important, as these flights decide the winner, and by all probability last longer than normal three minute contest flights, thus demanding more than other flights from time-keeper eye-sight.

III. In order to get a sufficient amount of time-keepers and make the time-keeping international, as judging in other categories, the Organisers should always consider the possibility of appointing time-keepers from other countries. See Sporting Code Section 4, 2.6.8. It is desirable that each team should be assigned a pair of time-keepers as this system has proved to work extremely well.

IV. Weighing of models. The weighing of models prior to every contest flight should always be carried out. With the starting arrangements outlined in I, this is relatively simple to arrange and will not place any heavy burden on the Organisers. The Organisers should however, provide a sufficient amount of weighing points, so that the operation will not produce any undue delay during rounds.

V. The Organiser should provide at least one practice day prior to the competition, to be announced in the invitation along with a flying schedule for the competition. The Or-

ganiser should also provide the name and address of a contact man, who will be able to inform foreign teams.

VI. When visas are required by any team, invitations will be forwarded in due time to the National Aero Clubs and the Organisor's respective embassy.

4. SMAE PROPOSITION b.

Confirms CIAM decision

The Committee approves of this proposition. If it is not incorporated in the general part of the Sporting Code, the Committee wants it to be upheld for Free Flight.

5. SPORTING CODE SECTION 4 NEW ENGLISH EDITION

The Committee accepted the code as submitted. For future editions the Committee suggests that possibly the different parts be self contained. (grouped.)

No other model events to be held at same time and place as the world championships.

6. MAGNET CONTROLLED GLIDERS

Austria submitted draft rules for magnet controlled gliders, for which international rules could be adopted.
The Sub Committee will study the material submitted and prepare a report to the next CIAm Officers' Meeting.

7. DOSSIERS FOR FREE FLIGHT WORLD RECORDS

It is suggested that the next Free Flight Sub Committee prepares dossiers for its categories, to be printed and made available to all National Aero Clubs for a nominal fee.

this to facilitate processing of record applications which now is a complicated and unstandardized procedure. The sub committee will draft standard forms to be filled out by record applicants.

'65 FF World Championships tentatively set for either England or Finland. English possibility hinges on availability of a U. S. Naval Station in Britain -- to early to tell

yet. Finland's bid is not firm as yet; intended as a backup in case the British site is not available.

Main FF business at the FAI meeting was concerned with the problems of organizing and running World Championships, with a view toward improvement and standardization of procedures. The trend is going toward FAI control over meet facilities and arrangements, as a result of past disappointments in leaving all details to the host Countries.

J. Worth

It is obvious from reading these minutes, that the FF Sub Committee is getting down to the details of organizing the conduct of contests; and is beginning to realize that continual change of model specs is no substitute for well run contests.

The organization of well run international sporting contests is getting to be quite a task. Many prospective hosts are willing but feel unable to provide the necessary facilities that we now generally expect. Not to be overlooked in a discussion of this sort is the role of the USA Military Air Transport Service in providing transportation to Europe for the USA teams. This arrangement has had an awful lot to do with the success of the program.

Now if we could swing an FAI FF orgy such as we had in 1955, (German Aero Club and USAFE joint sponsorship) well that would be the way to keep things folling.

GERRY RITZ - Des Plaines, Illinois

On October 29 Gerry resigned as Chairman of the USA-FAI-International

Competition Committee on orderm from his doctor to take it easy and relax. Gerry isn't the kind of guy that knows how to "take it easy" really, and this is not a decision that he enjoys making.

As of December 28 your SCATTER editor has been appointed Chairman of the FAI-ICC by John Worth. I intend to use this position as chairman to help develop the FAI class of Free Flight within the direction of the AMA, to the high level of participation and respect which it can and should enjoy. I don't believe in any time consuming and wasteful "rivalry" between FAI types and "unlimited" fliers. We should be developing more cooperation and blending of the two groups. This can and should be done without compromising the technical level of FAI competition.

POET LAUREATE- Tempe, Arizona

I wrote my letter to Santa
(a most important matter)
I told him I was a good boy
Maybe HE'LL send my July Scatter!

LOCAL SCENE - Los Angeles

Dick Gildersleeve (SCAT) has moved back East. Well actually not very far East. Only about 8 miles really, to Tujunga. It is about straight up the side of a mountain on the east end of the S.F. Valley. If there wasn't any smog he could see the valley. If you ever wondered what the belly of a boeing 707 looks like with the gear up, drop out to Dick's and check them out as they go over straining for altitude. It really gets you when you see the haggard strained look on the pilots face.

Bob Van Nest and the FAI ICC chairman helped Dick and Elsie move in. We took all the furniture apart just like the real movers do. The first thing he put back together was the work bench. I think Elsie had to put the bed together. Dick is building two Super-Thunderbirds (Oct. 61) at once. This boy is going wild!

Back at the Basin Al Vela, Bill Hartill, and John Wordin were extradited from Mexico. Well we almost got away with it. There must be some way to make off with all the money and not have to catch up on these things. Al came out with a shoulder wing, bent banana thing which somebody said he built in 3 days. (I believe it)(FAI power). He got a little carefree with that dingus on the back that makes it go this way or that way and it did. It is very hard to keep up with Al Vela. He goes through more ideas in a couple of days than many of us can get around to in a couple of years. How are the Wakefields coming Al?

BILL ROSEBERRY - Glendale, Arizona

Bill has renewed his subscription which is certainly good news. We can use the money. It may be doubtful if Bill can use us though, as those guys over there are getting hot as a pistol. Listen in:

"We, Jimmy Woods and I set up a new event in P.M.A.C. We have a Nordic challenge cup. It is a large 3' impressive trophy and will be awarded at the annual banquet. Any club member may challenge another member to a Nordic 5 flight fly off anytime, thus you and I can go out Sunday after Sunday in a private duel or the current holder can be challenged by 1/2 dozen that he flies against all at once. High time gets the trophy each time. We leave the trophy at Webster's and just engrave the plate with each new victory. You could take it from me in a fly off with 14:53 time and next week I could take it back with a 11:00 min. total. Thus it is the high time at each fly off-- you are not record setting. The one with the most number of wins gets the cup at the end of the year. You can only get a by pass as the one challenged for two weeks. (time to repair). Otherwise you forfeit and we have a mass fly off.

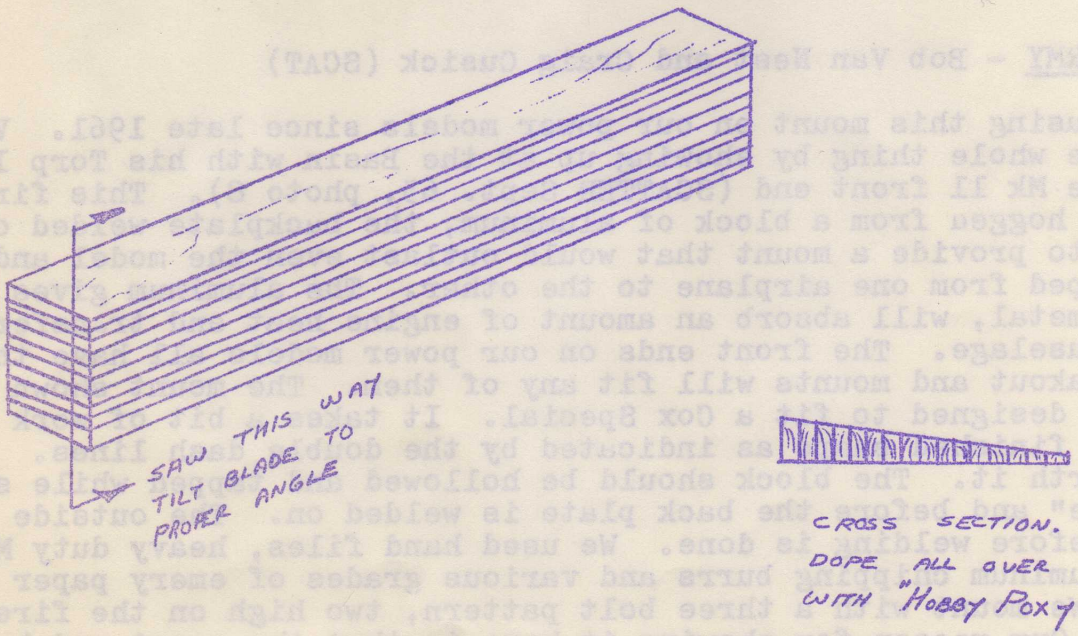
Right now we have Sal Fruciano - 1 win
H. Andresen - 1 win
B. Norton - 2 wins
J. Woods - 2 wins

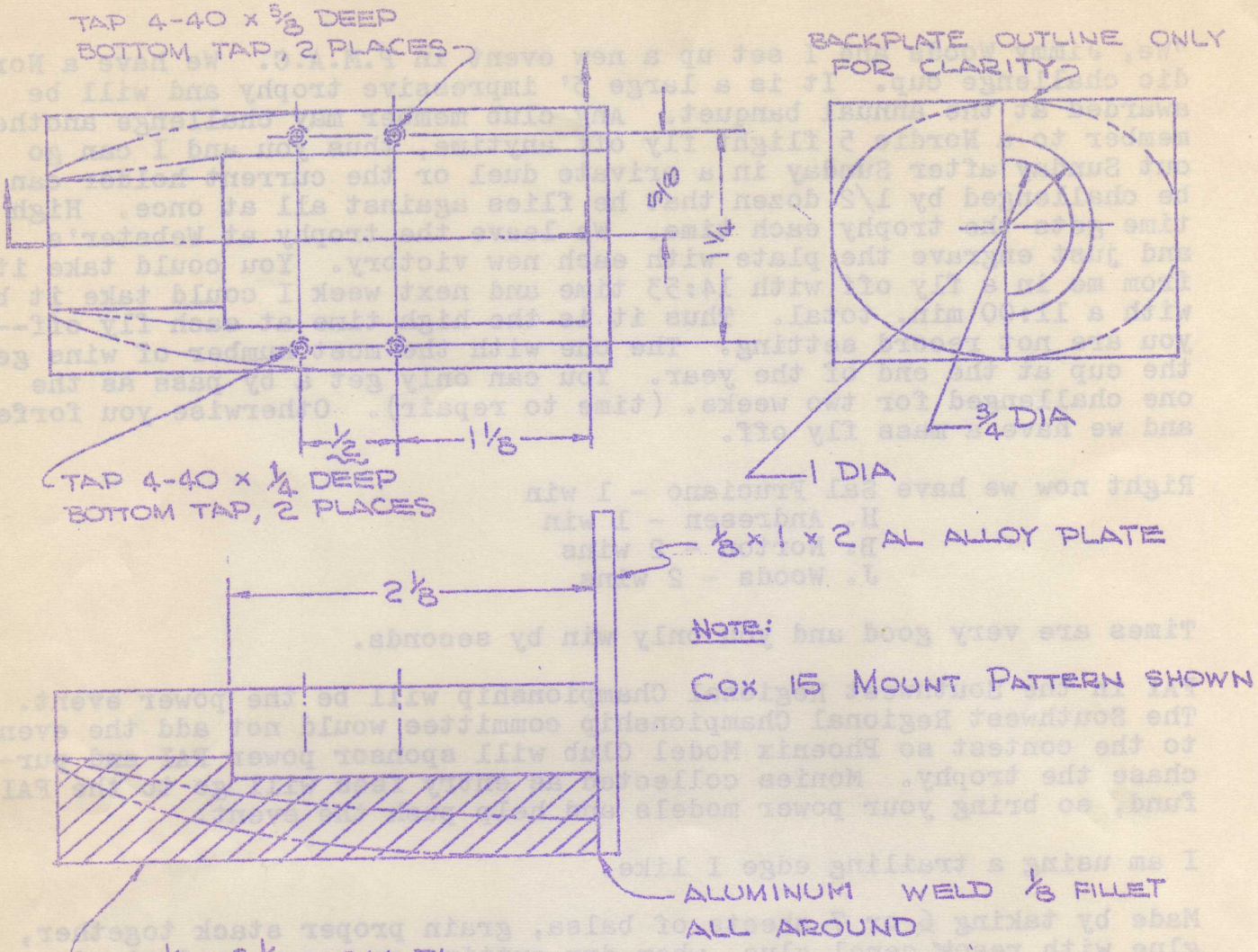
Times are very good and you only win by seconds.

FAI in the Southwest Regional Championship will be the power event. The Southwest Regional Championship committee would not add the event to the contest so Phoenix Model Club will sponsor power FAI and purchase the trophy. Monies collected as entry fees will go to the FAI fund, so bring your power models and help push the event.

I am using a trailing edge I like.

Made by taking 6 or 7 sheets of balsa, grain proper stack together, glue with resorcenal glue, when dry cutting on a saw to desired angle. Now dope one coat of hobby poxy on all 4 sides of each T.E. piece. Very light and stiff and no warp."





ENGINE TAXIDERMY - Bob Van Nest and Craig Cusick (SCAT)

"We have been using this mount on our power models since late 1961. Van Nest began the whole thing by showing up at the Basin with his Torp 15 mounted on the Mk 11 front end (SCATTER Sept. 63, photo 8). This first unit was hand hogged from a block of aluminum, the backplate welded on. The idea was to provide a mount that would outlast even the model and could be swapped from one airplane to the other. The aluminum gives extra benefits; is metal, will absorb an amount of engine heat and transfer vibration to the fuselage. The front ends on our power models all have the same tank pipe breakout and mounts will fit any of them. The mount shown in the sketch is designed to fit a Cox Special. It takes a bit of work to get it to the finished shape as indicated by the double dash lines. We think it's worth it. The block should be hollowed and tapped while still in "the square" and before the back plate is welded on. The outside can be shaped just before welding is done. We used hand files, heavy duty Moto tools with aluminum chipping burrs and various grades of emery paper and steel wool. We mount with a three bolt pattern, two high on the firewall and one low. Our reason for showing it here is that the mount and backplate shape and mounting pattern can be made to fit your model. You can drill two mounts at the same time by putting two basic blocks together at

the engine mounting surfaces and make the drill and counterdrill passes through both in the same operation. We have a unit in the works for Super Tigres and to make things easier, we are gathering bids for having both types cast."

Thanks for the tips you guys. I hope John Tatone gets the message on this. Here are two clean-cut All-American boys with plenty of loot in their jeans who would rather spend 9 months scratching away on an ingot just to get something that looks better than those hideous looking things John sells.

SOUTHWESTERN REGIONAL MODEL AIRPLANE CONTEST- Buckeye, Arizona

Feb. 22 and 23 and in case you haven't heard they will be having 5. So don't forget to get your 5's ready and bring them along. Fly your 5 in 2 too if you want. Who started all this number stupidity anyway? What's his number?

This contest really draws. And I know why. I have been there. If you make the Nats, or the King Orange, or the World Championships, then you are ready for Buckeye. Especially if you like Western style breakfast. That alone is worth the trip.

LIBERTY BELLE MK 2 - Al Vela, SCAT

"The "Liberty Belle Mk 2" is the follow on to Mk 1 and has been modified considerably. I feel much improvement has been gained due to cleaning up the design. In addition Mk 2 will handle more power than the "Old" Belle.

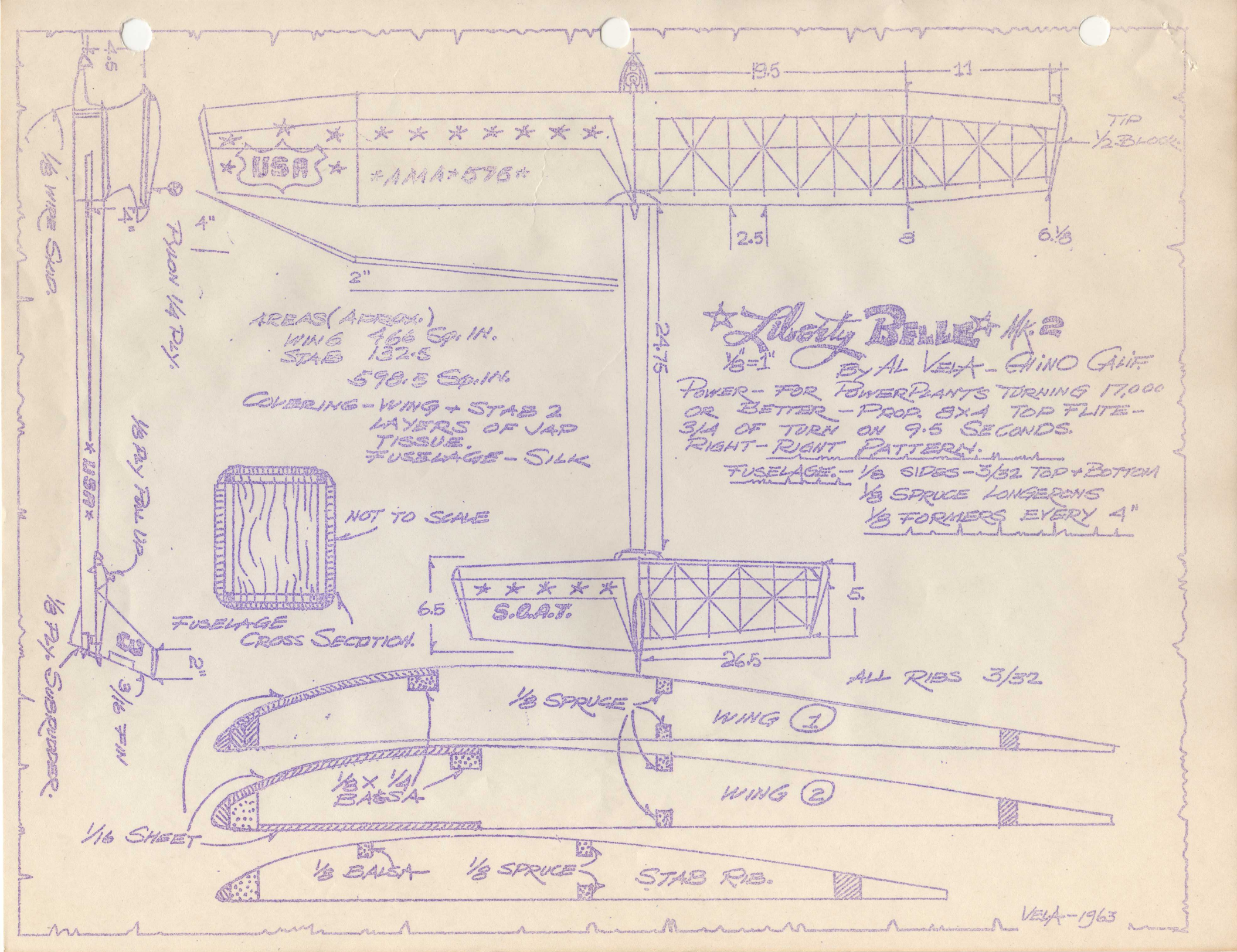
It is well known that the time in the life of a serious FAI modeller for building is so little and restricted as is also the precious space of "SCATTER" that rather than misuse this with fancy theories, technicalities, sad stories of tedious work that the Critter took, I will talk of factors that are more important.

I will also omit building instructions as the project is strictly for the experienced one as I consider anyone in this group has his own way of building.

At this time I don't know (probably nobody does) what the situation of the team trials will be but I want to be prepared for the worst. In the last two years regardless of the good proposals of well experienced modellers we have to face the plan that is easy and keeps the generality happy at a considerable loss of quality and performance of the teams at the World Championships.

Considering this fact very seriously, my approach this year will consist of two different machines, one for the early rounds and the other one for the later rounds and fly-off. This way I will have the proper airplane for weather and geographic conditions.

The undercambered ship flies with a 90% CG. Obtain this by using ballast


Liberty Belle Mk 2
1/8=1"
By Al Vela - Aino Calif.
Power - For Powerplants turning 17,000 or better - Prop. 8x4 Top Flite - 3/4 of turn on 9.5 seconds. Right - Right Battery.
Fuselage - 1/8 sides - 3/32 Top + Bottom
1/8 Spruce longerons
1/8 formers every 4"
Areas (Approx.)
Wing 766 Sq. In.
Stab 132.5
598.5 Sq. In.
Covering - Wing + Stab 2 layers of Jap Tissue.
Fuselage - Silk
USA
AAA-576
Tip 1/2 Block
13.5
11
2.5
3
6 1/8
4.5
4"
4"
2"
24.25
1/8 Wire Skid
Rubber Wt Rel.
1/8 Ply Firewall
1/8 Ply Sub-Structure
1/8 Ply Tank
2"
6 1/8
Not to Scale
Fuselage Cross Section.
6.5
S.O.A.T.
5.
26.5
All Ribs 3/32
1/8 Spruce
Wing (1)
1/8 x 1/4 Balsa
Wing (2)
1/16 Sheet
1/8 Balsa
1/8 Spruce
Stab Rib.
Vela-1963

in the tail, use 1° + in the wing, 0° in the tail and 1° downthrust. Engine should turn 17,000 or better on a balanced 8 X 4 Top Flite nylon. (If you are lucky enough to find a better one use it!) Power pattern is 1/4 turn in 9.5 or 10 sec. at about 40-45° climb angle. Obtain this by using left thrust gently. Your adjustment will depend on trueness of areas. Wing and stab should be flat! (like Texas prairie). Wash in or out is useless, this will only add drag in climb and glide and will produce a "round and round" power pattern with a probable loss in efficiency.

The flat bottom wing uses a 75% C.G. at 4° to 5° incidence. Stab is 0° and 5° to 6° downthrust is used. Same power pattern.

To obtain top performance you must have an engine turning an 8 X 4, 17,000 or better (forget the ones you hear turn 19,000, this only exists with reworked tach's!)

Weights are as follows:

Fuselage with power etc.	19.0
Wing	6.5
Stab	1.5
	27.0 oz.

Next month: A Wakefield from Massachusetts, a Nordic from Holland, and a Partridge in a Pear tree.