THE

SCATTER

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Hello! The Scatter gang sends you seasons greetings and we sincerely hope this issue finds you in good spirits, and up to your wing roots in balsa chips. Hope the shock of recieving this issue has not seriously discomboberated you, for there is a lot of building for us to get to.

First news Flash:

Paris, France, 11/21/64, French Post Card from John Worth says "No changes for FF."

O.K. you guys no excuse now to start hacking.

I.M.A.C. Invitational F.A.I. Contest, Bong Field, Wisconsin

On Sept. 27 the Illinois Model Aero Club held its 4th FAI Invitational meet. This is one of the best FAI contests held anywhere. Let your editor describe this one for you from the contestants view point.

"I arrived in Chicago on friday night via the great silver bird (Business trip to Tullahoma Tenn.) with a Nordic packed in a box. The box was too small and 4 inches of "Buggy Buzzard"s" nose (Scatter July'63) had to stick out through a hole in the cardboard box. This created a fine conversation piece on the plane.

On Saturday Pete Sotich picked me up at the motel, on his way to Bong with all the contest paraphanelia packed in his station wagon. It rained hard all day Saturday and the wind blew. The drive from Chicago to Burlington, Wisconson didn't take long (nearest town to Bong) being some 85 miles with most of the trip on Illinois Tollway U.S.41.

Contest headquarters was at the Rainbow Motel, Burlington. (Home of the Burlington Liars Club) Something like 41 of the 46 rooms were reserved for contestants. The sign in front read "Welcome FAI Fliers." Some of the contestants were there already and I kept meeting old and new friends all afternoon and evening.

One of the first things the IMAC's set up was the "hospitality room." Two rooms with a connecting door were set up as a self service bar and social center. Plenty of beverages essential to such an operation were on hand and you threw a quarter in a pot for each drink you mixed.

A few doors down, a room was used for model processing which was ably handled by Charlie Sotich. I must have gone to the hospitality room first because after processing I left the Nordic in Charlie's room and didn't remember to get it until much later.

That evening a Banquet was held in the Restaraunt adjoining the Motel. The line was long, but friendly and fast moving, service buffet style. In case I hadn't mentioned it, The majority of contestants had brought their families so it was a very pleasant affair. I have never seen so many FAI fliers in one spot with their dress suits on and their faces washed.

I was bestowed the honor of sitting at the head table with the IMAC dignitaries and two of our USA '65 Nordic Team, Dale Wilson and Hugh Langevin. Several speeches were given and one soul predicted that 5 minutes would "take it" on the morrow. The social atmosphere was such that this prediction didn't seem too important anyway! Bob Schindler of the IMAC's proved to be a very able master of ceremonies and the next day showed he knew something about FAI power too. (1st place, 900 secs.)

After the dinner it was back to the hospitality room. What an orgy!

The next morning it was off to the contest. The rain had stopped but the wind was blowing and it was cold. I hitched a ride to the field with Carl Fries of St. Louis. The field is huge, covering nearly 9 square miles and is about 85% driveable. Two east-west runways (gravel) are 2½ miles long. Some of the peripheral area is planted in low crops (beans?) and the gravel runways are broken up by ditches and iron drainage pipes requiring some care to avoid. The field was never completed as an airport and its future use is in doubt. The rain had softened things up and we had a precarious time of it getting through the mud to the gravel runways. Soon the models were getting into the air and the meet was underway. The IMAC's had supplied each entrant with a "contestants kit" Included were a field map, instruction sheet, two packaged "wash and drys" from Ozark Airlines, two match books imprinted with "1964 IMAC FAI Invitational" and a packet of perfume! They seem to do things differently in the Central Zone.

Took Tuggy Buzzard out of the box and together with Bob Muchnic and Art Frost put up max's in the first round. Our Comradeship came from the fact that we were the USA 2nd place Nordic team. Here we were flying together. Zones? What are they?

All of the local lads clustered around gleefuly asking how "California" liked flying in a 30 mph wind. They seemed disappointed when the wings didn't snap. Actually the air was a lot easier to bounce in than the rarefied stuff we have to put up with here in California. The biggest problem with wind is that more stability and trim is needed. The ship has to be ready.

On the second max "Tuggy" went OOS. Three hours of tramping around didn't produce anything but sore feet and an intimate knowledge of the surrounding country. Went back and watched Hugh Langevin win Nordic with 900 secs. and Charlie Sotich win Wakefield with 887 secs. Schindler's 900 secs. in power rounded out a really fabulous contest. A total of 58 contestants came from 11 states, and flew 269 flights. A very complete summary of the contest was hand printed and sent out to the contestants by Pete Sotich the C.D. There was too much on it to reproduce here but if you want a copy write Pete.

After the very distinctive trophies were presented most went back to the Motel to cleanup. Charlie and Pete dropped me off at O'Hare airport and I called home to the Wife in Los Angeles so she could pick me up at the airport. It was then I found out that a farmer in Wisconsin had found "Tuggy Buzzard" and had called Los Angeles collect. Such are the problems of out of town contests! The advantages however were well in the majority and included meeting so many enthusiastic friends.

There is a trend these days towards contests of this type. Most FAI fans are mature dedicated people who are not interested in spending t me and money on "frivolous" contests. The "contest every week-end rat race" is not building interest and in fact may be responsible for a decline of interest. The "Bong Spirit" is reversing that trend.

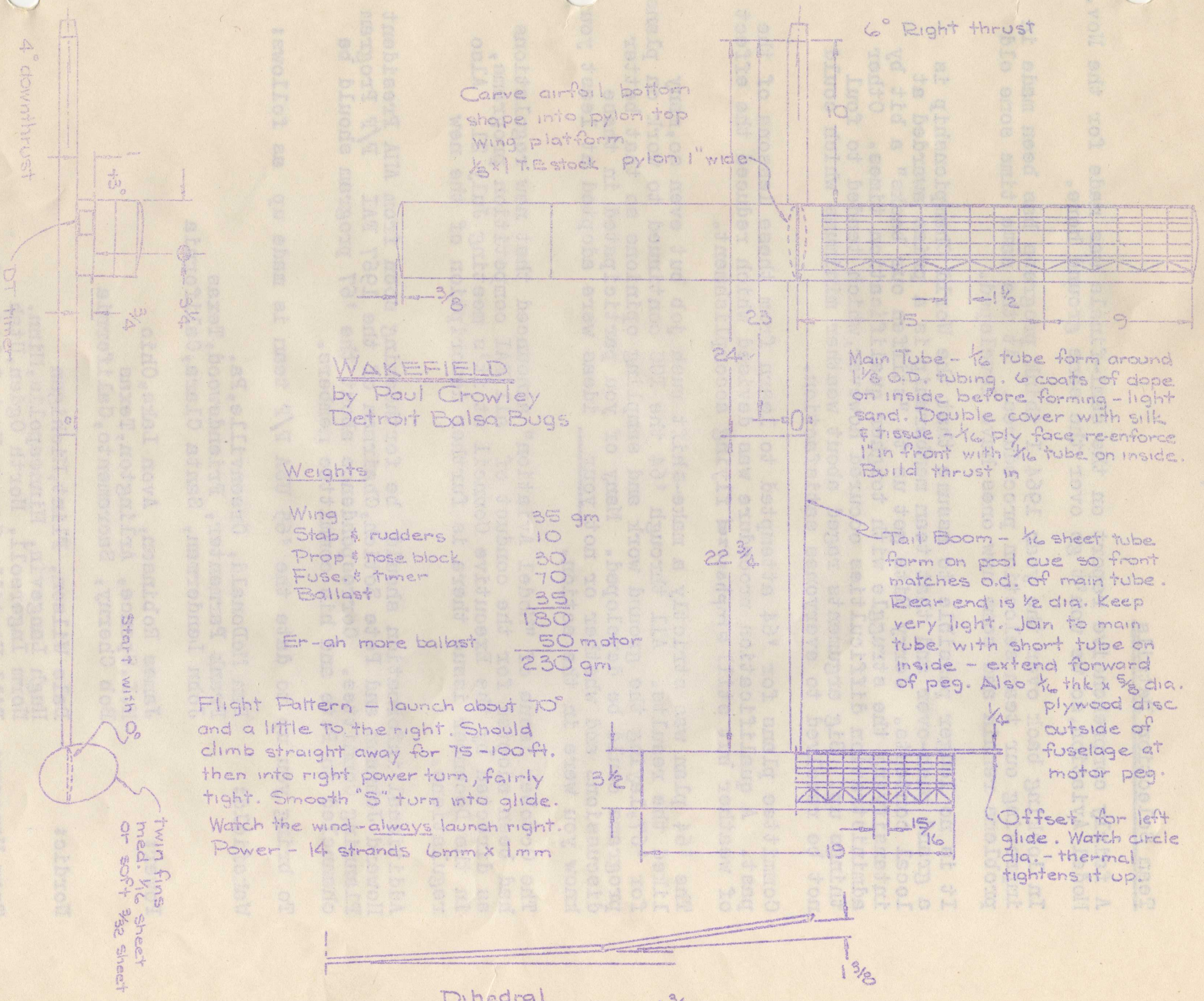
Late Newsletter

The Scatter isn't the only one with problems. After a lapse from Sept. '63, the next issue of "The Airfoil arrived this week. Editor is Frank H. Anderson
100 Jameson Ave.
Ontario, Canada

It looks like Frank intends to get the presses rolling again so let him know if you want in on it.

Paul Crowley Wakefield - Detroit Balsa Bugs

The nice looking Wakefield drawn for you here was designed by Paul Crowley who did quite well with it at the '62 East Coast Semi-Finals. It did not win, but made an impression on Sal Cannizzo the winner, who got plans from Paul and built one. Sal used this ship as well as his "Langley" at the '63 World Championships. A picture of Sal with the Crowley design is shown on page 31 of the '64 March-April American Modeler. I can't seem to find Sal's letter so there isn't much more I can say about the ship. Note the simple effective motor hook and prop stop. Looks easy to make and shouldn't give any trouble. The motor loading stick is getting to be an essential part of the Wakefield fliers kit. If you don't have one, now is the time to make one.


6° Right thrust
Carve airfoil bottom shape into pylon top
Wing platform
1/8 x 1 T.E. stock
Pylon 1" wide
10
3/8
1 1/2
15
9
23
24
0
22 3/4
WAKEFIELD
by Paul Crowley
Detroit Balsa Bugs
Weights
Wing 35 gm
Stab & rudders 10
Prop & nose block 30
Fuse. & timer 70
Ballast 35
180
Er-ah more ballast 50 motor
230 gm
Main Tube - 1/16 tube form around 1 1/8 O.D. tubing. 6 coats of dope on inside before forming - light sand. Double cover with silk & tissue - 1/16 ply face re-enforce 1" in front with 1/16 tube on inside. Build thrust in
Tail Boom - 1/16 sheet tube form on pool cue so front matches o.d. of main tube. Rear end is 1/2 dia. Keep very light. Join to main tube with short tube on inside - extend forward of peg. Also 1/16 thk x 5/8 dia. plywood disc outside of fuselage at motor peg.
1/4
3 1/2
15/16
19
Offset for left glide. Watch circle dia. - thermal tightens it up.
Flight Pattern - launch about 70° and a little to the right. Should climb straight away for 75-100 ft. then into right power turn, fairly tight. Smooth "S" turn into glide. Watch the wind - always launch right.
Power - 14 strands 6mm x 1mm
4° downthrust
3°
3/4
3/4
DT timer
Start with 0°
Twin fins
0 - soft 3/32 sheet
Head 1/16 sheet
Dihedral
1 3/8
1 3/8

Team Selection Details

A fairly comprehensive report on the semi-finals was made for the Nov. Model Aviation, so we won't go over the same ground here.

In looking back over the year 1964 I think progress has been made in improving our team selection procedures. At the same time some old problems remain and some new ones have developed.

It is no longer possible to assume that the World Championship is a grand push-over and that team membership is a prize awarded at local contests. Jerry Ritz got us to "stiffen our backs" a bit by intensifying the struggle with tougher qualification times. Other administration difficulties occured however, which tended to foul things up. Big arguments raged about weather minimums which could not be resolved to everyones satisfaction.

Committee plans for '64 attempted to learn from these lessons of the past. A qualification procedure was devised which reduced the effect of weather but still emphasized flying accomplishment.

The '64 plan was strictly a make-shift rush job but even so, many liked the results. All through '64 the ICC continued to work on plans for '67, laying the ground work and sampling opinions so that better programs could be developed. Many of you participated in these discussions and whether or not your ideas were adopted at least you know you were in the action.

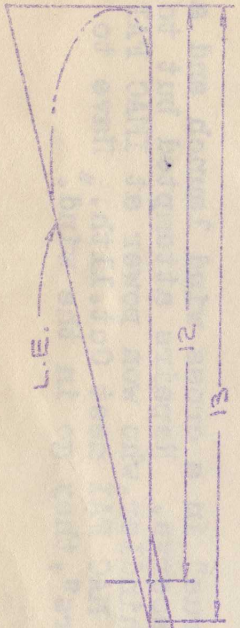
The October issue of "Model Aviation" announced that new regulations had been adopted for the conduct of all FAI competition programs, as directed by the Executive Council at it's meeting July 21. Also in the December issue there is further description of the new regulations.

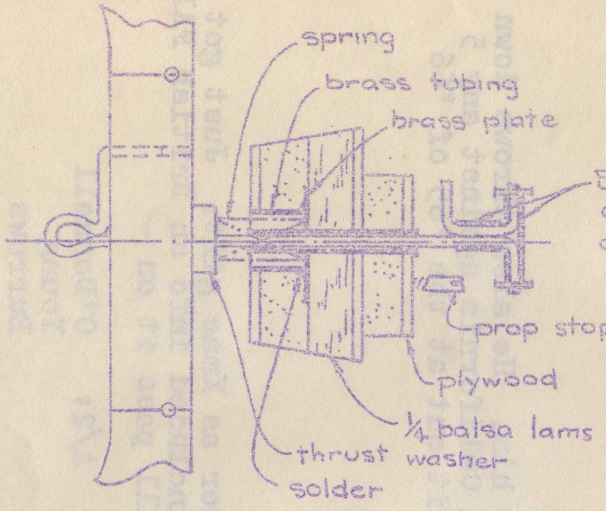
Additional information should be forthcoming soon from AMA President Howard Johnson and Pete Sotich, Chairman of the 1967 FAI F/F Program Planning Committee. Correspondence about the '67 program should be channeled to Pete and his committee members.

To bring you up to date the '65 USA F/F team is made up as follows:

Wakefield:	Dan McDonald, Greenville, Pa.
	Frank Parmenter, Friendswood, Texas
	John Lenderman, Santa Clara, California
Power:	James Robinson, Avon Lake, Ohio
	H.L.Spence, Arlington, Texas
	Bob Cherny, Sacramento, California
Nordic:	Dale Wilson, Flint, Michigan
	Hugh Langevin, Minneapolis, Minn.
	Norm Ingersoll, North Ogden, Utah
Team Manager:	Bill Hartill, Canoga Park, California

Crowley Wakefield – sht. 2





Your editor is proud to be working with this fine team; I think you are going to be proud of their efforts. If there is any way that you would like to help our team prepare, channel your correspondence to me.

Doug Galbreath- Davis, California

Doug is enthusiastically helping organize a "Western FAI F/F Association" and already has a good number of us lined up for more work. One of the projects in the works is a "large" invitational FAI meet (probably at Tulare) patterned somewhat after the IMAC Bong affair. The West needs such a meet to break away from the nose-to-the-grind-stone-wearing-away we go through, with a contest every week-end.

Doug has been flying too, and managed to take the Northern California high point trophy. (yearly point system)

Another Migrating Free Flighter

Bill Bogart, formerly of Westerville, Ohio, has forsaken all that ice and snow and is now settling down here in the San Fernando Valley. Bill is working at Lockheed, Burbank and we all welcome Bill and his family.

Hot FAI Power Design

In case you haven't noticed, the January issue of Model Airplane News carries a full article and full size plan (set 39A) for Roger Simpson's "Condorian" A word to the wise should be sufficient..

Dick Stiles, Lansing, Michigan

Dick joins the Scatter mob and we welcome him. He also throws down a challenge: Any 5 FAI Power fliers from California against any 5 he picks from the Eastern Zone, to battle it out at the '65 of '66 Nats. Why not? Sounds like a blast.

Dave Linstrum, Manhattan, Kansas

Dave sends the following tid-bits:

"Trust we will get the next issue of Scatter as Xmas gift. Just got a letter from Mike Green (England) that included info on British FAI Teams-- Maybe it will be news to you so will pass it on -

Power:	Savini	Wakefield:	Lefevre	A/2:	O'Donnell
	Gaster		Rowe		Young
	(Forgot)		Morley		Burrows

Mike Green looped one "Arcturus" in a cross wind launch and a tree landing sliced off wing on reserve. Repairs attempted but to no avail. Came in 6th. Bob Schindler, who won power at IMAC FAI Sept. 27th also won at Minneapolis MAC FAI meet Oct. 11th. " Have to try one of those "Lucky - Hustlers", they go in the wind."

Aero Modeller - November '64

Report of International FAI F/F contest between East Germany, Austria, Poland and USSR on 21-23 August. USSR was very strong in power and also won A/2. Austria won Wakefield. Perhaps this may mean USSR is getting ready for power entry in Finland?

The October issue of Aero Modeller also reports results of Scandinavian Championships held at Kasuheva, Finland. A number of models were lost in surrounding corn despite air search.

Anyone have more details on these and other European meets?

More plans next month and a report from Henry Nicholls.

Merry Christmas &
Happy New Year to
all the Scatter fans

Scott