HARTILL

THE

SCATER

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FLASH NEWS FAI MEETING, PARIS FRANCE

"Nordic, no change. Wakefield - 40 grams rubber (total weight still 230 grams). FAI Power no changes in specs but must now use standard fuel ALA CL speed rules. 1966 indoor world championships- possibly Hungary. Control line world champs England August 27-29 1966."

This information was recieved from John Worth on November 24.

In case you were wondering, according to the FAI Sporting Code Section 4 Part 4. 5. 2,

"Fuel to a standard formula for glowplug engines will be supplied by the organisers, it's composition shall be as follows:
Formula I. 80% methanol, 20% castor oil
Formula II. 75% methanol, 25% castor oil
Fuel for compression ignition engines (Diesels) is not restricted."

We do not know of any standard commercial fuel available to this formula. Let us know if there is and we will pass on the information.

These ingredients are easy to get, and cheap. You can mix your own fuel at low cost and in most cases, better quality. Many commercial fuels are prone to oil seperation in cool climates, apparently because of the type oil used. It is peculiar to see the head-in-the-sand attitude about this that fuel manufacturers seem to have.

Well, the rules changes could have been a lot worse, considering that much wilder ideas were being tossed about the smoke-filled back rooms of Europe. We are not convinced that these changes will reduce the number of fly-offs. But it does mean that we will be leaning on the rubber a little harder and fiddling with the engines a little more.

WORLD CHAMPIONSHIPS - KAUHAVA FINLAND - PART II

As you recall, we described the trip to Kauhava from the U.S.A. and the Nordic and Power flying at the Championships in last months issue of Scatter.

Out to the field for Wakefield we went- the grand-old event that started it all. Weather was still miserable. A few test flights were made but the wet conditions discouraged exposure of the models to the moisture any more than necessary.

In the first round Parmenter maxed easily, Lenderman maxed also but without a lot of extra altitude. McDonald went up good but came down awfully fast in the glide, to make only 135 secs. This led to many test flights before the next round to try to find the trouble. First impression was that a wing warp had developed because of all the water. Round 2 saw Parmenter rattle up again for a good filght. Lenderman went up in a slower pattern and seemed to be battered somewhat by the breeze. No lift was hit and a time of 163 secs. resulted. McDonald went up fast and was in good air for a max, but the glide still didn't look right.

Our retrieving system worked quite well for the existing conditions. We had no walkie talkies but this was not a handicap.

At the take-off site were the 3 fliers, weather observer Harold Evans, and myself. Three men each were in the two V W Micro Buses positioned downwind. One V W was spotted at the expected limit of the flight and the other one about half way.

The general drift direction was taking the ships off the field and into farmer's fields and occasional forest. The fields were in grain growing 3 to 4 ft. high and of course soaking wet. Going through that was a cold, wet, muddy experience. Access from the take off site to the landing area was not direct because of a deep ditch. The two V W crews working together would return the model by relay and the final leg was handled by one of the team on foot slogging across the ditch. It worked well.

The chasing area was criss-crossed with narrow farm roads and paths Some went right through barn yards and barns. Maps about 24" x 36" were provided showing all these roads and farms. Intersections were numbered on the map and signs with corresponding numbers were in place on the ground. At major intersections two soldiers with a walkie talkie were spotted. They were in contact with the contest headquarters, the tower and the search plane.

We attached the maps on the inside roof of the V W's. What kept those VW's from slithering into the muddy ditches in the hectic scramble for airplanes, will never be known.

Cherny recalls madly dashing down into a ditch up the other side, grasping a fence post with the idea of vaulting over the fence. The post pulled out by the roots and Cherny went backwards tumbling into the ditch. Bob looked up to see a Russian laughing at the interesting acrobatics.

Our VW crews were giving rides to all the competitors that were slogging along on foot. Although the Russians had no vehicles they could not be enticed into ours until one of the Wakefield fly-off rounds. The pressure was on!

It was quite assurring to know that our retrieving crews were functioning so well. Watching a Wakefield booming into the clouds way downwind toward the forest made one quite nervous. Afraid to take your eyes off it for fear of losing sight of it, you followed it, saw it DT and sink down-down-down, below the tree line and there right under it - a VW micro bus! A good feeling for us at the take-off site!

Round 3 went a max each for Parmenter and Mc Donald. Lenderman went behind something and missed a max by 7 seconds. This time the retrieval crew came back with important news. Mc Donald's prop wasn't folding properly. They saw it in the glide. (we couldn't) This was promptly fixed and the screwy glide was fixed.

Rounds 4 and 5 were all max's, Parmenter had made it all the way and our team score was 3rd place. Not bad considering that Sweden the winner had maxed out. Of course we had tried for that number 1 spot too and the entire team had put out a terrific effort.

Now we turned to Parmenter and set up shop for the fly-off (there were 12 in it). We decided to fly from the same spot as the last few rounds as I had holes dug in the rocky strip to anchor my feet. (Frank is rough on anchor men) The wind shifted so that our flag man was not upwind but to the side. Frank asked for the wind direction and by looking sideways at the flag judged it to be straight down the runway, which I told him.

Unfortunately this airplane is sensitive to launch angle and as soon as Frank heaved it you could see it was a bad one although only a matter of one degree or so.

A big hairy loop resulted with much gnashing of teeth. It cleared the ground and went back on up. In spite of the loop, 212 secs. was managed. If I had been more precise about that wind direction there wouldn't have been much question about Frank making that extra 28 secs. needed in that round. The way the ship was flying there was every expectation that Frank could have stayed in that fly-off, all the way.

That was the end of the competition for the U.S.A. but what took place next was so unexpected and dramatic as to defy belief. Of course you must have all heard by now how in Round 8 Bengt Johanssen (Sweden)

made 3:16 and Matveev (Russia) made the 6:00 max with a fantastic flight of 9:22 landing only 300 ft. from the launch point. The 3rd. competitor, Koster(Denmark) was still in the woods looking for his No. 1. The No. 2 was not in good shape.

The Russians started a spontaneous victory celebration and it looked like at least the U.S.A. would gain recognition as having supplied the basic model design used by Matveev.(Hatscheck)

Five minutes to go a car is spotted approaching the take-off site at extremely high speed. It careened into the area almost running down the Russian team (or did they try to throw themselves in front of it?) and out leaped Koster with the model. Without losing momentum he disappeared into the processing tent. A moment later out he pops and his team mates stuff the proper tools and accessories into his hands and onto the model. Winding commenced as an integral part of this flow of motion and purpose. And then as if the agony were not enough, a strand popped. With a forceful command from his team manager, Koster wound on as only one minute remained. Finally with tremendous cheers of encouragement up into the air it went, As the ship climbed rather feebily the red flare was fired signaling the end of the round. After all this it was too much to expect the ship to suck into a thermal but up it went. All around were wild sinister looking clouds with rain but right where we were was this big soft fat bubble and the ship just rode gently without going anywhere!

It was obvious then that Koster had to win. We had the feeling it was all pre-arranged and the air and all were acting on cue. Sure enough round 9 saw Matveev go up a minute ahead of Koster but Matveev's 3:37 in dead air fell short of Koster's 4:17 who found a little boost.

Koster certainly deserved the cheers and congratulations for his tremendous effort. We need more teen agers like Tom!

Although the cheers were for Koster, Matveev too, demonstrated great skill with his performance and as must happen in such affairs a dramatic finish pushed second place into near oblivion.

Now the contest was over and back to the dormitory we all headed to get ready for the banquet. The townspeople preparing the banquet didn't know about the fly-off and so were concerned that no one had arrived yet. Finally everybody got back, cleaned up and sat down in the large hall.

A very fine band in the balcony played stirring selections and then we settled down to an FAI type Thanksgiving dinner.

We had trouble getting any more bread after the Italian team tried to entice the bread girls to dance on the table. The very enjoyable ceremonies were soon over and the meeting adjourned to carry on far into the night in and around the town.

We finally had a chance to visit some of the other competitors, exchange souveniers and information. Later that night we visited a party being thrown by Henry Nicholls in and arðund his hotel room hard by the railroad track. Henry led us in some rousing sing-alongs and although there were some close shaves, no one fell out the windows. At one point we had the distinct impression that the world was coming to an end. It was only a train going by next to the window. It was reassuring to see the great pillars of the FAI behave with such restraint and decorum.

Back at the dormitory we got pinned down by a beserk mob that was later identified as the Canadian team. They have a story telling team that is without peer in the FAI community of Nations. Of course there were 5 or 6 other simultaneous discussions going on in several other languages.

After throwing out the Canadians we tried to get some sleep. But they pressed back in again and this skirmishing went on the rest of the night. The worst part was that as soon as we got the Canadians out Dale Wilson would start telling stories.

There probably is not any doubt that this contest has established new levels of organizational efficiency and all out effort and enthusiasm by the host country that will be difficult to match, much less surpass, in the future. To the people of Finland, from the townspeople of Kauhava to the President, Urho Kekkonen, we give our sincere thanks and appreciation. Everyone in Finland showed us real friendship and this made our short stay one that will not be easily, or willingly, forgotten.

When one thinks of the carnage created at Kauhava by the contest (roads chewed up by the traffic, crops damaged by retrievers both from feet and prop-wash, stores sold out of soap and towels, police in hiding, hotel under siege, school dismantled, civilian population feeding and housing us) it is quickly realized how hospitable our fine hosts really were. We met a lot of people in Finland and they were all friendly, sincere, cooperative. Not a sullen face anywhere.

The next day we left Kauhava and the rally cry was "On to Stockholm!" On the way back to Helsinki one VW blew a piston and we kept going slower and slower. Finally after calling the rental outfit we left the busted bus at the train station in Tampere. By a remarkable coincidence we ran into Sandy Pimenoff at the station who also had blown a piston! Finally we all got to Helsinki and then by train the next day to Turku. Here we boarded the SS Bore for a beautiful overnight steamer trip to Stockholm. On board were, seemingly, half the contestants from the contest. Again we had a chance to talk and make merry. Restaurants, Bars and a duty-free store on board made the trip quite pleasant. Beautiful scenery too through the twilighted archipeligo.

In Stockholm we only had a few hours before starting on our train trip back to Frankfurt. This train ride was quite an experience also,

especially the long train-ferry trip to Copenhagen. We saw Burt Lancaster in all the railroad yards switching our train around in circles. The trains in Europe are well run and efficient means of transportation. Their "information service" however leaves something to be desired we found as at several points we had to drag model boxes and gear from one train car to another. Finally after a very pretty trip through the German country side we arrived at Frankfurt, and before we knew it here we are back home again.

The trip sounds like a lot of fun doesn't it? Well that is true but the real attraction is not the fringe benefits of a trip through Europe but the chance to take part in a hard fought - fair competition with the top-notch modellers who share our common interest. The U.S. team members fought hard and fair and feel fortunate to have had the opportunity to participate in this terriffic affair.

Some uninformed people might think of team membership as some sort of prize. It might be a prize but not in the usual sense. Team membership brings with it responsibility and pressure. It is difficult to realize what this means until it is experienced personally. Preparation means long sessions of building, flying, changes, and planning. This takes time, money and effort that cuts into personal non-modeling obligations. The job, family, bank roll, all suffer.

Nobody deliberately tries to make FAI free flight competition difficult. But the very definition of "competition" requires that it be demanding and difficult. If not, then we are not talking about competition but about an excercise in frivolity.

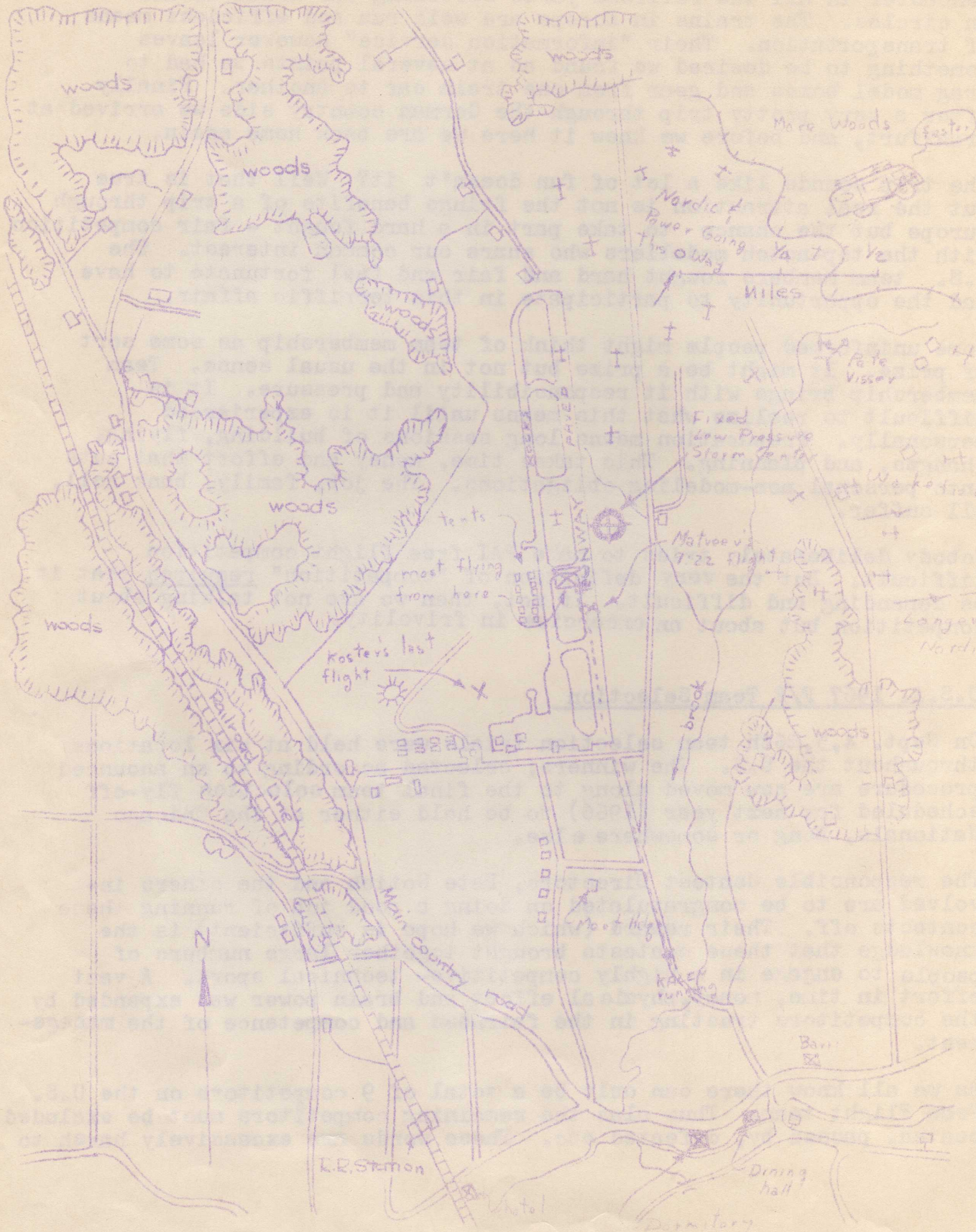
U.S.A. 1967 F/F Team Selection

On Sept. 4,5,&6th team selection trials were held at six locations throughout the U.S. The winners, selected according to an anounced procedure are now moved along to the final team selection fly-off scheduled for next year (1966) to be held either at the Chicago Nationals, Bong or somewhere else.

The responsible Contest Directors, Pete Sotich and the others involved are to be congratulated on doing a good job of running these contests off. Their reward (which we hope is sufficient) is the knowledge that these contests brought together large numbers of people to engage in a highly competitive- technical sport. A vast effort in time, money, physical effort and brain power was expended by the competitors trusting in the fairness and competence of the management.

As we all know there can only be a total of 9 competitors on the U.S. Free Flight team. Thus alas the remaining competitors must be excluded, beaten, passed by, defeated etc. These words are excessively harsh to

KAUHAVA FINLAND 1965



some of our AMA Officials who somehow feel this is contrary to their efforts to "broaden the base" of the AMA.

Accordingly weeks after the Sept. trials it was proposed that some 13 additional contestants be qualified by virtue of their "closeness" to those ahead of them.

This idea, obviously appealing to the 13, but clearly irrational to the remainder, was shot down in flames. Curiously some of the reasons advanced for this rule changing after the fact were not:

(A) Not enough contestants for the fly-off.

(B) Outstanding performance of the losers.

Instead we have been informed that these fellows have (1) tried hard (2) are nice guys (3) are personally deserving of special dispensation.

We agree with 1 and 2 above but do not understand how you arrive at 3 above without damaging the trust of elected office.

Perhaps there is a way but it must involve a failure to grasp the meaning of competition and the difference between winning and losing.

Model Processing for FAI Events

Another disturbing incident has been brought to our attention. A competitor having been ruled disqualified by the C.D. due to his model exceeding the surface area rule, has been reinstated, after vigorous protest by the modeller.

We certainly don't envy the AMA President in having to rule on something like this. Even so one can entertain opinions and offer advice on how it should have been decided. Particularly since we have tried to clarify and simplify processing procedures.

We can think of no extenuating circumstances or reasons including pity, ignorance, good intentions etc.

Either the model is too big or it isn't, and this resolves itself into a question of how it is measured.

The FAI puts responsibility for compliance with the processing rules on the competitors not the organizers.

Most C.D.'s will allow a small tolerance because they know it is difficult to be exact with areas. When a model is rejected it is usually for a good reason.

There have been cases where modellers have argued their way through several processing bouts. Then when finally stopped by a hard nosed C.D. they claim the previous "processing" as evidence that they are O.K.

Processing is a constant concern to teams at the World Championship. They know there will be no suitable excuses or misguided charity there. This attitude has to be prepared for and the earlier the better.

† George DeBlock

With greatest regret we report the death of our very good friend George DeBlock. George had a heart of solid gold but it finally failed him August 18.

East Paterson, New Jersey was his stamping grounds and many were the fine stories he was fond of telling about the intense modelling and flying activity in that area, before all the housing developments went in.

Places like Cherry Hill, fliers like Al Casano, Leon Shulman, Ed Schlosser, Sal Taibi, Frank Ehling all crossed his path in life.

He was the one guy that I could always count on for encouragement and help. Back when Nordic A-2 gliders were new in the U.S.A. it was George that helped me get started. We built Nordics and flew them in the most unlikely spots imaginable. Without all the help I got from George back in those days I still wouldn't know an A-2 from a 1/2 A.

I won't forget that contest at Easton back about 1954. I lost the "Starched Vulture" in the farmers wheat field. Entry to the field was barred by the farmer and his shotgun. About two weeks later back at home George said, "let's go get the Vulture. It was about 7:00PM, rainy and all the way across New Jersey but at his urging off we went.

After groping around the dark, wet field and scaring ourselves, we finally found it.

George had a way of turning the most miserable contest or flying session into a hilariously enjoyable outing. We will miss him, and we offer our deepest sympathy to his devoted wife Jean.

Kathryn - Too Wakefield, Dick Gildersleeve, SCAT

A while back Dick got tired of the gummy power jobs and thundering herd of Nordics and decided to come down with the Wakefield bug. After several false starts due to poor advice from his misguided friends

he now has something herethat works pretty well. Let Rich tell it his way:

"Here is a Wakefield built as a do-or-die effort to qualify for the quarter-finals last Labor Day weekend. I hadn't qualified in Nordic due to a hundred excuses and seeing that the SCAT Club needed more Wakefield flyers I decided to give them and myself a treat.

Kathryn-Too will fly left-left as witnessed by the In Group of Wakefield flyers in the area, and still do 5 straight maxes to get me qualified.

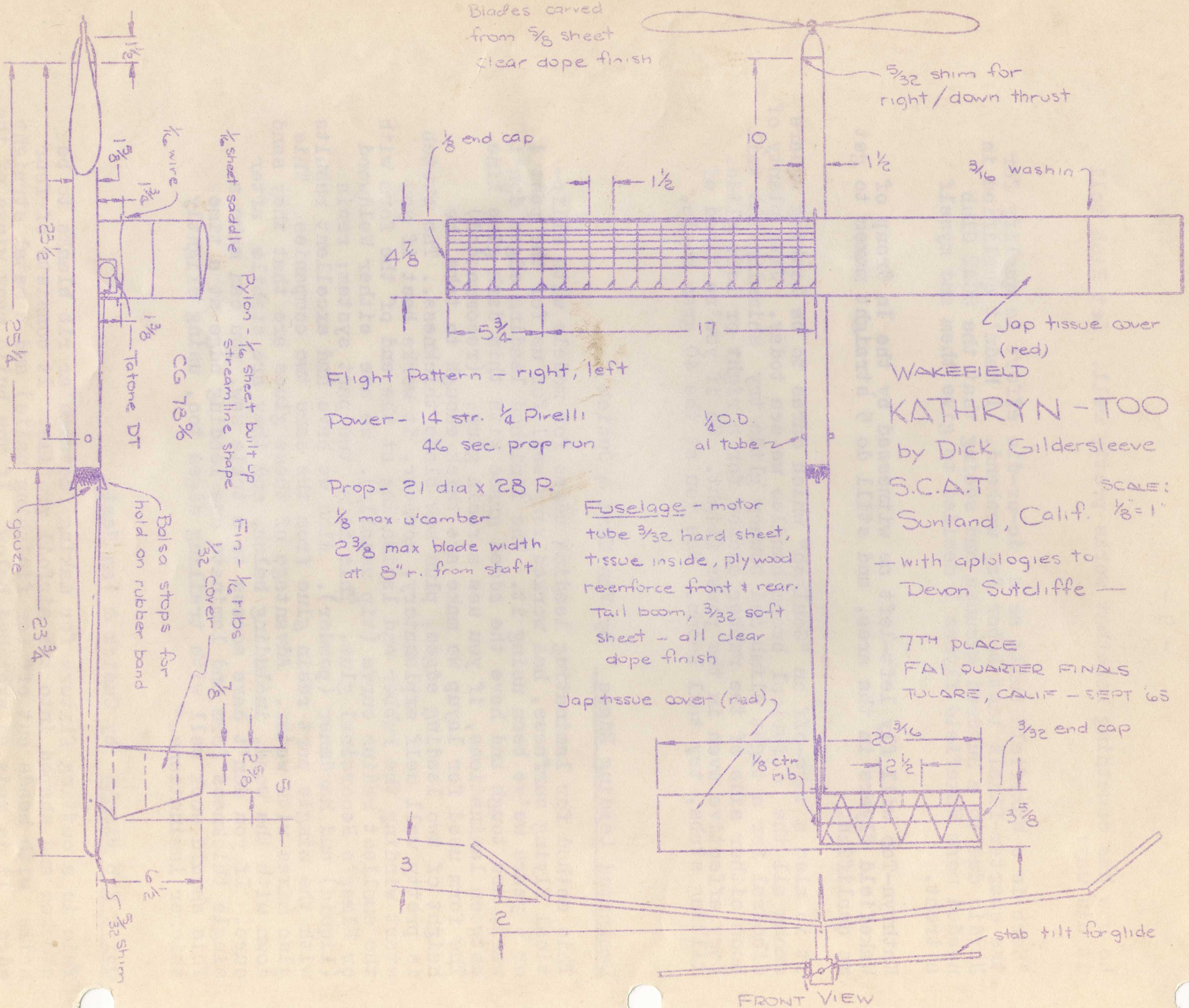
It is also a take-off on "Goulash" which dares to be looking square among all the eliptical broom handles we see today. With plenty of dihedral for a tight climb and bouncy glide try shimming the tail boom either side of the rubber anchor for a right or left glide. Very effective even in the power flight. So if you're tired of tilting stabs, try tail booms. See you at the 40 gram scale.

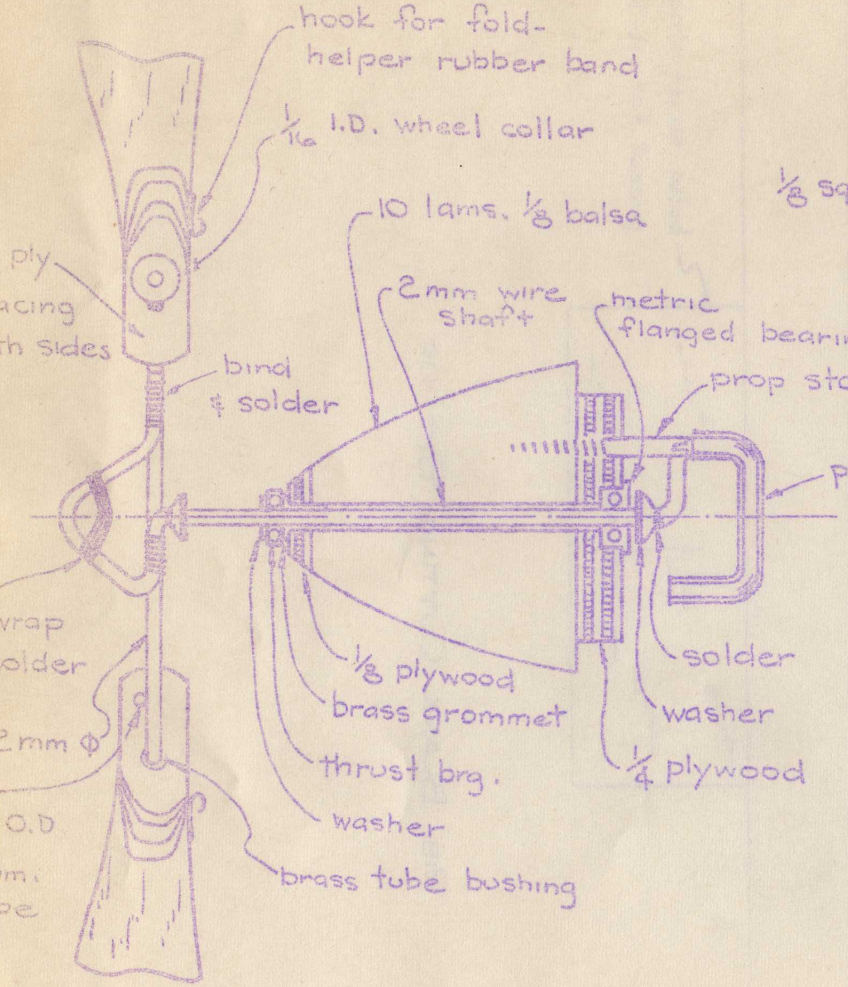
Laminated Leading Edges by Van Nest & Cusick

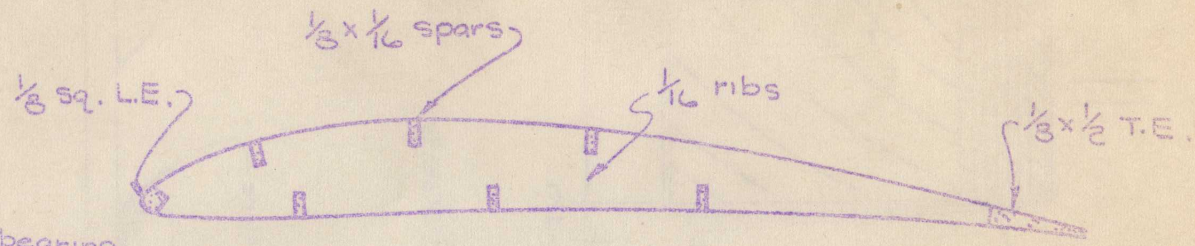
"This method for laminating leading edges for models with elliptical flying surfaces, has worked very well for us for the past 4 or 5 years we've been using it. The finished leading edges don't warp, are tough and have the added grace with thin dark glue line between laminations, if you use a resin glue. (recommended) The form used for layup we make are thick enough to take the height of two leading edges, plus saw blade thickness.. The sketch is pretty well self explanatory, however, it works best if you start winding the rubber and laminating at the end of the form with the smallest radius curve (tip usually). We use either Weldwood or Elmer's Recorcinal glue. This is a two part system; resin (liquid) and hardener (powder). Also we have had excellent results with the single part resin glue from the same two companies. This glue mixes with water. Advantage of these glues are that they sand down with the wood, including balsa, and they are stable after cure. If you don't have access to a table saw, you can make a single thickness form and laminate one leading edge at a time. This should work well with trailing edges too, using slightly thicker laminations."

Quick Rib Blanks by Cusick & Van Nest

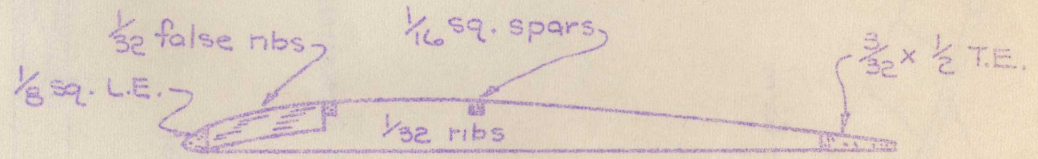
"This is a cutting fixture for making rectangular rib blanks to be stacked and shaped into the airfoil profile. It consists of four nails with heads cut off (or finishing nails) and a metal straight edge. It is made as sketched below. If you build many wings of the


Blades carved from 5/8 sheet clear dope finish
5/32 shim for right/down thrust
1/8 end cap
10
1 1/2
3/16 washin
4 7/8
5 3/4
17
Jap tissue cover (red)
Flight Pattern – right, left
Power – 14 str. 1/4 Pirelli
46 sec. prop run
1/4 O.D. al tube
Prop – 21 dia x 28 P.
1/8 max u'camber
2 3/8 max blade width at 8" r. from shaft
Fuselage – motor tube 3/32 hard sheet, tissue inside, plywood reenforce front & rear. Tail boom, 3/32 soft sheet – all clear dope finish
WAKEFIELD
KATHRYN-TOO
by Dick Gildersleeve
S.C.A.T
Sunland, Calif.
SCALE: 1/8" = 1"
– with aplologies to Devon Sutcliffe –
7TH PLACE
FAI QUARTER FINALS
TULARE, CALIF – SEPT '65
Jap tissue cover (red)
20 3/16
3/32 end cap
1/8 ctr rib
2 1/2
3 5/8
3
2
stab tilt for glide
FRONT VIEW
1 1/8
1/16 wire
1 3/4
23 1/2
25 1/4
1/16 sheet saddle
Pylon – 1/16 sheet built up streamline shape
1 3/8
Tatone DT
CG 78%
gauze
23 3/4
Balsa stops for hold on rubber band
Fin – 1/16 ribs 1/32 Cover
7/8
2 5/8
5
6 1/2
5/8
1/2 stab





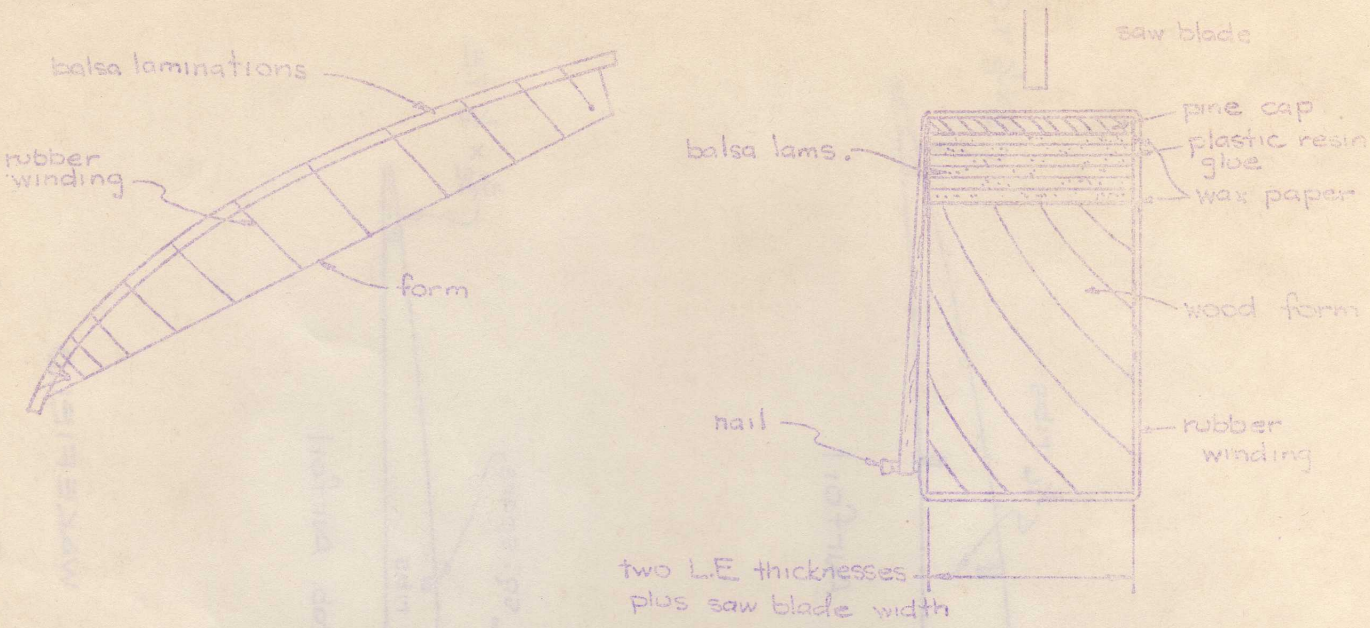
Wing Airfoil



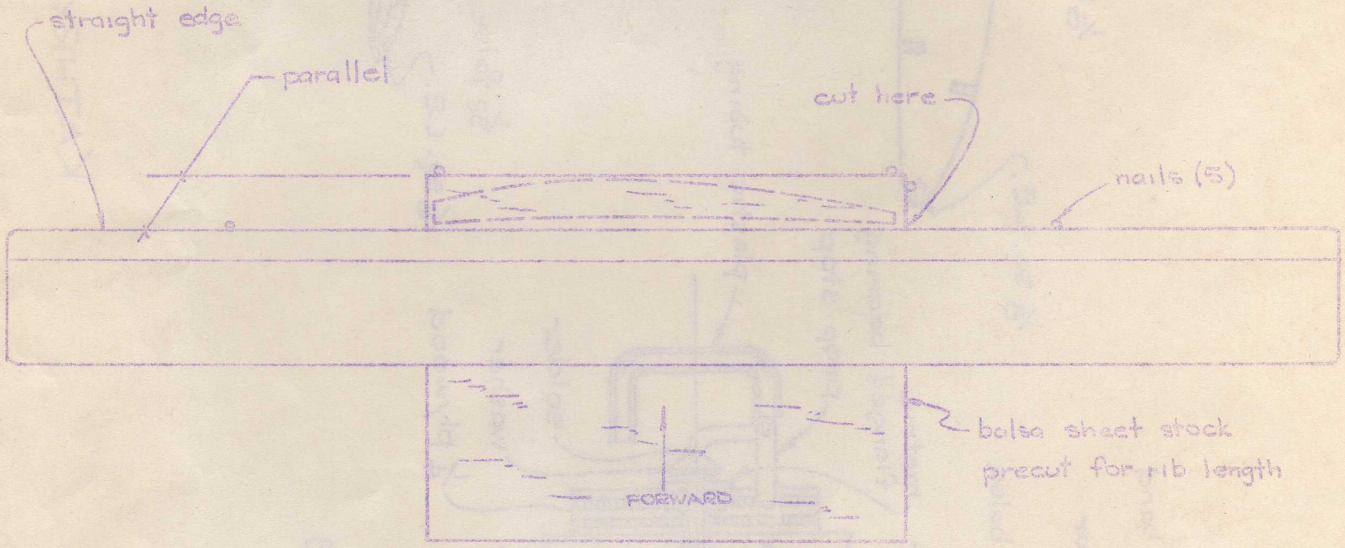
Stab. Airfoil

KATHRYN - TOO WAKEFIELD

Sheet 2



LAMINATED LEADING EDGES

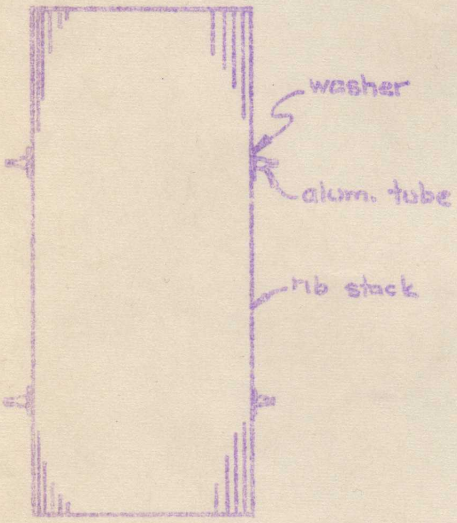


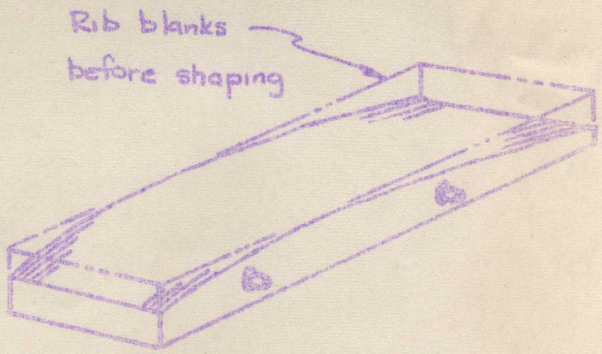
RIB BLANK CUTTING SET-UP

same chord length, you can put this set up on a different board for each airplane, where it is permanent and easily put into operation. Also, it is simple enough that you can tap four nails into your regular workbench top and tear the set up down when you have enough ribs. The only care that need be taken is to see that the nails that hold the straight edge and those that stop the sheet stock are parallel. When the sheet being cut is getting narrow and may let the rear of the straight edge tip, place the next piece of sheet to be cut, behind the sheet being cut and just push the sheets forward as each rib is cut. We're aware that probably most builders have a favorite way of cutting ribs and/or blanks, however, if your way takes time and is cumbersome to get going, give this one a try."

Rib Stacks by Van Nest & Cusick

"This thing sort of goes along with the rib blank article and makes the building job easier. Aluminum tubes are flattened on one end, a washer is placed over the protruding end of the tube, the stack compressed slightly and the remaining end flattened. The glued ends on the stack are up to you. They do make the stack much more rigid. The hardest part of the whole thing is getting straight holes in the stack of blanks. If you have a drill press, no problem. If you don't have access to a press, your best bet is to make the rectangular blanks a little oversize to allow for misalignment and drill each blank separately. The odds that you'll get a straight hole in a stack by hand are pretty high - against."





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NEXT MONTH

Reports on the grand and glorious 1st Annual WFFA FAI Invitational and the Tacoma and Tulare FAI Semi-Finals plus FAI Power altitude test results with the FAI fuel. Whew!

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1985 FAI WORLD MODEL AIRPLANE CHAMPIONSHIPS

CLASS F.1. C RESULTS
(POWER)

1.	Alberto Dall'Oglio,	Italy	180	180	180	180	180	900
			240					
2.	M. Bourgeois,	France	180	180	180	180	180	900
			239					
3.	Evgenii Verbizkii,	Russia	180	180	180	180	180	900
			227					
4.	Demno Schlosser,	West Germany	180	180	180	180	180	900
			223					
5.	Viktor Onufrienko,	Russia	180	180	180	180	180	900
			212					
6.	George French,	Great Britain	180	180	180	180	180	900
			203					
7.	Vladimir Hajek,		180	180	180	180	180	900
			190					
8.	Bob Cherny,	United States	180	180	180	180	180	900
			173					
9.	Carlo Lenti,	Italy	180	180	180	180	180	900
			163					
10.	Jorma Kumpulainen,	Finland	180	180	180	180	180	900
			159					
11.	Nilserik Hollander,	Sweden	180	180	180	180	180	900
			15?					
12.	M. Landeau,	France	180	180	180	180	180	900
			152					
13.	Andras Meczner,	Hungary	180	180	180	180	180	900
			142					
14.	James Robinson,	United States	180	180	180	180	180	900
			128					
15.	Gianfranco Grifoni,	Italy	180	180	180	180	180	900
			120					
16.	Henry Spence,	United States	180	180	180	180	180	900

17.	Valentin Mozirsky,	Russia	180	180	180	164	180	884
18.	Birger Bulukin,	Norway	180	162	180	180	180	882
19.	Brian Eggleston,	Canada	180	180	180	160	180	880
	Torbjorn Johannessen,	Norway	180	180	180	168	172	880
21.	Niels Christensen,	Denmark	157	172	180	180	180	869
22.	Peter Manville,	Great Britain	164	180	180	164	180	868
23.	Ferenc Csizmarik,	Hungary	141	180	180	180	180	861
24.	Don Elloit,	Canada	132	180	180	180	180	852
25.	Paul Lagan,	New Zealand	180	180	164	165	158	847
26.	Raymond Hewitson,	New Zealand	180	180	180	125	180	845
27.	Gyula Simon,	Hungary	180	180	180	140	153	833
28.	M. Fernandez,	France	180	170	141	180	160	831
29.	Rudonph Schn	Switzerland	180	163	180	180	108	811
30.	Pieter Broerse,	Netherlands	99	180	180	180	167	806
31.	Hans Friis,	Sweden	180	180	120	180	143	803
	Karlheinz Rieke,	West Germany	180	171	180	94	178	803
33.	Martin van Dijk,	Netherlands	180	180	122	180	129	791
34.	Michael Gaster,	Great Britian	180	130	180	180	112	782
35.	Fritz Schneeberger,	Switzerland	180	53	180	180	180	773
36.	Zdenek Malina,	Czechoslovakia	180	180	165	63	180	768
37.	Josef Blazek,	Czechoslovakia	180	91	180	133	180	764

Oops! We forgot to include this page in last month's issue.