THE

SCATER

published by Southern California Aero Team

No. 47-2 = 45 RLW

November 1966

President: Bill Bogart
Editor: Bill Hartill 7513 Sausalito Ave. Canoga Park, Calif.
Subscriptions: Bob Wiehle 7939 Wish Ave. Van Nuys, California
$2.00 per 12 issues

BONG U.S.A. TEAM SELECTION FLY-OFF

For some years now a lot of the FAI leaders and fliers in this country have been working for a central fly-off system to select the U.S.A. F/F team. Your editor, working as chairman of the FAI F/F Committee in 1964 worked and planned toward that goal and it is with a certain amount of satisfaction that the first such fly-off has been held with outstanding results.

Full credit for the organization and management of the contest goes to genial Floyd Miller who really spark plugged this very important meet. Floyd took care of every minute detail of the pre-contest planning and kept the contestants fully informed. One wonders how the Nationals can be so poorly organized and managed when so many more "professionals" with lots of experience are supposed to know better? Thanks to Floyd for proving it can be done.

Wakefield, Power, and Nordic were flown concurrently 5 rounds per day for 3 days in rounds 2 hours long. Dates were July 23, 24, and 25. Site was Bong Field a huge abandoned Air Force Base in South East Wisconsin 90 miles from Chicago. The following comparison shows the status at end of each day.

Power

(July 23)		(24)		(25)	
Dunham	900	1. Galbreath	1790	1. Cherny	2661
Hartill	900	Wagner	1790	2. Galbreath	2642
Thompson	900	3. Jepson	1766	3. Wagner	2632

Wakefield

1.	Perkins	900	1. Perkins	1754	1. Lenderman	2608
	Mc Donald	900	2. Kothe	1743	2. Kothe	2569
	Patterson	900	3. Patterson	1741	3. Xenakis	2556

Nordic

1.	Van Nest	900	1. Van Nest	1790	1. Langenberg	2527
2.	Langenberg	867	2. Langenberg	1679	2. Van Nest	2483
3.	Stress	841	3. des Jardins	1641	3. Langevin	2386

Only Van Nest and Langenberg were "on the team" at the end of each day. Wouldn't it be interesting to speculate on the usefulness of 15 rounds at the World Championships? Congratulations to the winners. A terrific performance no matter how you measure it.

Jim Trego, Jim Patterson, Bob Van Nest and Bill Hartill were in the frey representing Scat. We arrived 4 days before the meet started to get used to the field and the air. First night was spent in the Worlds most over-rated motel "The Rainbow" in Burlington. In spite of Miller's assurances, it wasn't worth $20 per night for two adults and two boys. Rooms were small with no place to put anything. Management was pretentious and arrogant. (Trego and son were charged $20 for their room!) (He didn't pay it) Next day we rented a villa on the edge of a large lake about a mile away. Cost $100 for six days. Altogether there were 11 of us at the villa and we cooked our own meals in the big kitchen. Barbecued steaks on the lake front lawn. Very pleasant. Cost $3 per day per person for the house and food!

Out at the field all the Calif. boys were unlimbering their Honda's, Mini-Bike, and airplanes. Breeze was up a bit giving us a chance to show the non-Westerners how retrieving is done. We systematically checked everything out and figured we were ready by the time Sat. came around. Processing of the airplanes consisted of marking with a rubber stamp. "Pre-Processing" was done by a modification of the old processing voucher technique. We thought that this was one of the weak points of the arrangements. As far as could be determined, for example, the winning models never had a tape measure laid on them by meet officials, either before or after the meet. Of course it is recognized that this involves a lot of work, but on the other hand it is customary to at least check the winners.

Weather on the first day was hot, dry, with variable light drift. At 7:00 AM Hartill drifted around for 2:45 with a Nordic test. Good conditions were indicated. At7:30 Hartill attempted a power test and had two things happen. Engine timer fell apart and the engine (top of the line of 6 special Tigres) went over the hill. Curses! Switched to the next power ship(2nd best) and carried on through that day with 5 maxes. Nordic flying was very similar to that in California. After the "dew lift" dissipates, thermal detection becomes a selective process. Without a thermal you don't do still air time. You just zonk down. In the first round Hartill charged off with wild abandon and over enthusiasm into some mediocre air. After that shattering start (91 sec.) calmed down and maxed. In last round, waited about 3/4 hour watching Hank Cole run two miles upwind and find nothing, Carl Hermes pace about with a wound Wake for 15 minutes, to find nothing, Hugh Langevin ditto with Nordic, Trego ditto with Nordic and Power! Finally the air started telling me something and it looked like I was lined up in the center of it. Towed up and in and rode the light lift till it fizzeled out down wind for about 3:08 to the ground. Jim Walters kept me company towing in from the side but he slid out of the puny bubble for 145 sec.

Meanwhile Van Nest had maxed out in Nordic as had Patterson, Perkins and Mc Donald in Wakefield and Dunham, Thompson and Hartill in Power.

The second day found the contestants all over their initial skittishness and those behind were bearing down with fierce determination while those in the lead were grimly hanging on trying to fight back the pressure. An explosive atmosphere. In Nordic our hero the Scatter Editor wiped out. It was found too late that a 1/16 shim under the stab TE had broken off. In test flights this was undetected but upon hitting a thermal the ship would careen out and zonk into the ground. Ridiculous!

To complete the picture in power your Editor had 8 consecutive maxes and was in 1st place. In the 9th round an over run was called.(nice thermal) Naturally ran a little short to play it safe on the attempt and naturally hit a big hole so there I was in 10th place. Fun, fun, fun! Cherny and Galbreath were both flying very well, getting the best altitude of the group. Bob had dropped 39 seconds and was in 4th place while Doug and Joe Wagner (Uranus) had dropped 10 sec. each. Dunham dropped from 1st to 11th in round 8.

In Wake Patterson maxed up to the 9th round dropping to 3rd place. He was using auto-wing and an elegant chem-milled dural tube fuselage. Quite sophisticated structure. Quite a few others were using auto stabs and auto rudders operated by timers or motor torque. Mc Donald maxed till the 8th round having lost his good ship in the 7th.

Nordic placings jumped all around except for Van Nest and Langenberg. They were concentrating on the business of winning. During the second day the breeze came up a bit from the almost calm earlier conditions. A few

models got lost and a few were treed. Spence had a power ship stuck light at the tippity top of a giant skinny evergreen. Trego lost a power ship about 2 miles off. Hartill drove him to the spot where it had landed in the midst of a live rifle range. All told there were probably more walkie talkies at Bong than there were RC rigs at the Nats. Scat had 6, plus two car mounted rigs. With the light winds we didn't really get to use them much.

The last day was the showdown. It was also a day in which stamina played an important part. Everybody was really pooped, and on top of that the breeze was making everybody shag with more desperation. For example Wagner only had one airplane. Patterson worked himself back up to 1st in the 13th round (Wake) and then in the 14th crowded by reporters and photographers he got a faulty grip on his fully wound Wake's business end and broke the blades. This just as he was about to launch into a fat boomer that already had a half dozen airplanes in it. He had to change airplanes and try again but this time the thermal didn't come along and he got a miserable 77 sec. John Lenderman started to max in the 3rd round and continued that way to the end. As everybody else got their come uppance he hung on, and came in 1st. Perkins did extremely well only falling out of the top 3 in the 13th and 15th rounds. Xenakis fought his way in at the last round! Talk about tension!

Meanwhile Langenberg and Van Nest were wrapping up Nordic while Langevin came up strong with 5 maxes the last day to ease Des Jardins out of 3rd place.

In power Cherny put 12 maxes after his one poor flight in round 3 to win 1st. After 15 rounds the first 9 places were seperated 175 secs. Sid Jepson dropped from 1st to 6th in the 14th round. Then if he had maxed in the 15th round he still would have been 6th (he didn't) Such was the way it went.

Miller had 69 timers on hand together with 60 Heuer stop watches. The timers did an excellent job. On the negative side there were some disappointments:

1. Processing ommission.
2. Undisciplined launch sites. Layout was not marked and limits announced before the contest were not adhered to. Official flights were launched from between cars and from the testing area.
3. Reporters and photographers crowded around during some of the crucial flights on the last day, asking of course, what commercial products you were using. There were exceptions, Dick Black and Larry Conover for example, did an intelligent reporting job.

On the last day Trego and Van Nest both lost their best Nordics. We got from Floyd Miller a telephone no. of a pilot who said he would help out if needed. Called him that night and made a date for 8:00 AM the next day. We met him at the Burlington airport where he flew in from Salem about 30 miles away. He is the Chevy dealer there, comes from Georgia and was

WAKEFIELD

USA FAI F/F TEAM SELECTION FLYOFF BONG FIELD 1966

			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15		TOTAL
1	LENDERMAN, J.	CALIF.	148	120	M	M	M	M	M	M	M	M	M	M	M	M	M		2608
2	KOTHE, H.	COLO.	M	M	M	123	M	M	M	M	M	M	M	M	106	M	M		2569
3	KENNIE, G.	TEXAS	M	95	M	171	M	M	M	M	M	M	130	M	M	M	M		2556
4	PATTERSON, J.	CALIF.	M	M	M	M	M	M	M	M	M	121	M	M	M	77	M		2538
5	MONTPLAISIR, C.	PENN.	119	M	M	124	165	M	M	M	M	M	M	145	169	M	M		2522
6	PARMENTER, F.	TEXAS	M	M	112	165	M	M	M	M	161	M	M	M	137	145	M		2520
7	REICH, G.	OHIO	M	M	M	100	M	M	M	M	132	M	M	M	M	151	138		2501
8	PERKINS, C.	KANSAS	M	M	M	M	M	M	M	M	134	M	M	M	89	M	109		2492
9	DOLBY, E.	ARIZ.	149	162	M	M	165	143	M	M	M	149	M	M	159	86	82		2355
10	HERMES, C.	WASH.	M	M	M	M	105	M	M	M	M	M	M	102	94	121	100		2322
11	KOZAK, W.	OHIO	M	113	M	M	M	M	M	M	112	M	151	M	144	74	—		2214
12	DIKOVITSKY, M.	OHIO	M	M	87	M	122	143	M	101	M	156	137	143	112	M	113		2194
13	FROST, A.	MD.	146	60	M	96	M	174	M	M	M	M	125	152	124	103	101		2151
14	DUFFIELD, R.	WASH.	145	88	M	M	175	116	M	M	M	M	M	M	103	—	—		2067
15	MCDONALD, D.	PENN.	M	M	M	M	M	M	M	62	121	101	M	132	163	—	—		2019
16	WALLACE, D.	OHIO	M	M	M	M	156	150	M	M	129	129	M	110	—	—	—		1934
17	TORRILLO, J.	CALIF.	M	M	98	M	127	M	M	M	M	129	M	75	—	—	—		1862
18	LITTLETON, F.	TEXAS	177	142	M	103	170	M	M	75	M	M	M	96	—	—	—		1843
19	PEDRICK, F.	TEXAS	149	169	M	78	105	M	M	122	M	113	M	130	—	—	—		1766
20	SIFLEET, R.	MD.	M	M	M	84	132	M	M	M	123	M	152	—	—	—	—		1751
21	SIMPSON, R.	FLA.	M	137	139	M	M	M	M	101	104	M	M	—	—	—	—		1741
22	ANDRADE, M.	CALIF.	M	M	M	M	117	121	M	68	100	90	M	116	—	—	—		1692
23	GOSSARD, R.	CALIF.	M	M	93	35	M	M	122	175	110	M	M	—	—	—	—		1615
24	MONTS, F.	KANSAS	95	66	161	M	M	120	95	57	106	145	83	M	—	—	—		1487
25	STRUCK, H.	CONN.	162	100	M	M	158	M	71	94	M	M	—	—	—	—	—		1485
26	WILLIS, L.	OHIO	87	M	M	M	34	50	39	88	39	—	—	—	—	—	—		877

POWER

U.S.A. FAI F/F TEAM SELECTION FLYOFF BONG FIELD 1966

	CONTESTANT	STATE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTAL
1	CHERNY, R.	CALIF.	M	M	141	M	M	M	M	M	M	M	M	M	M	M	M	2661
2	GALBREATH, D.	CALIF.	M	170	M	M	M	M	M	M	M	M	M	M	132	M	M	2642
3	WAGNER, J.	N.Y.	175	M	M	M	M	175	M	M	M	M	157	M	177	176	152	2632
4	KUTKUHN, J.	PA.	138	M	M	M	M	M	M	M	M	M	M	177	M	M	119	2594
5	THOMPSON, E.	CALIF.	M	M	M	M	M	M	M	108	M	M	M	M	136	M	M	2584
6	HARTILL, W.	CALIF.	M	M	M	M	M	M	M	M	103	M	127	M	M	142	173	2525
7	GIESKIENG, W.	COLO.	M	M	M	124	M	M	M	M	M	169	142	M	132	M	149	2516
8	BILGRI, J.	CALIF.	175	139	M	176	M	M	135	M	155	M	M	90	M	M	177	2487
9	JEPSON, S.	NEBR.	M	M	M	146	M	M	M	M	M	M	M	M	M	89	91	2486
10	STILES, D.	COLO.	158	151	M	118	M	M	M	M	M	124	166	117	M	M	M	2454
11	TREGO, J.	CALIF.	126	M	M	M	M	M	M	M	M	169	M	M	116	64	161	2436
12	SARINOPOULOS, G.	OKLA.	M	M	M	M	100	135	M	160	M	M	146	M	92	M	M	2433
13	DUNHAM, R.	OKLA.	M	M	M	M	M	M	M	86	M	M	132	M	134	87	158	2397
14	SPEARMAN, F.	ILL.	M	M	119	99	161	M	105	M	M	M	161	M	M	152	148	2385
15	DAVIS, D.	MO.	116	91	M	102	M	M	M	M	M	M	M	M	112	M	124	2345
16	MCLAUGHLAN, T.	FLA.	M	M	171	109	M	158	M	115	136	M	136	M	76	M	M	2341
17	PHELAN, C.	ILL.	136	128	M	M	131	109	105	156	95	M	M	M	M	107	M	2227
18	ROBINSON, J.	OHIO	M	178	66	M	157	164	M	M	M	M	M	–	96	148	–	2069
19	SPENCE, H.	TEXAS	141	M	114	M	M	138	M	M	101	117	170	171	M	–	–	2032
20	FRIES, C.	MO.	97	71	116	111	142	M	M	M	M	92	90	68	M	145	M	2012
21	VAN NEST, R.	CALIF.	164	M	M	150	M	M	M	M	152	M	143	91	–	–	–	1960
22	KRUS, D.	MASS.	M	103	M	M	M	M	M	129	M	177	M	–	–	–	–	1849
23	SIFLEET, R.	MD.	M	M	M	124	163	M	102	M	M	M	–	–	–	–	–	1649
24	NELSON, R.	FLA.	M	93	104	M	M	M	M	84	M	59	115	92	–	–	–	1627
25	WILLIS, L.	OHIO	112	M	M	110	M	77	179	M	M	–	–	–	–	–	–	1378
26	WALTERS, J.	WASH.	77	M	M	M	93	–	–	–	–	–	–	–	–	–	–	710
27	KLIVANS, C.	CALIF.	82	M	155	79	M	–	–	–	–	–	–	–	–	–	–	676

NORDIC

U.S.A. FAI F/F TEAM SELECTION FLOAT BONG FIELD 1956

	Contestant	State	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15		Total
1	Langenberg, W.	Texas	M	M	M	M	147	M	M	M	M	92	M	128	M	M	M		2527
2	Van Nest, R.	Calif.	M	M	M	M	M	M	M	M	170	M	M	M	171	105	57		2483
3	Langevin, H.	Minn.	147	M	142	M	154	M	73	M	68	M	M	M	M	M	M		2386
4	Des Jardins, N.	Colo.	152	M	66	174	M	M	M	M	169	M	106	M	69	M	85		2261
5	Atkinson, C.	Okla.	M	18	M	M	121	M	M	116	M	M	110	M	M	75	M		2240
6	Walker, K.	Calif.	M	94	186	M	141	M	117	70	M	M	M	M	102	M	96		2206
7	Frost, A.	Mo.	M	M	97	M	140	M	M	49	54	130	115	M	M	M	M		2205
8	Hutchinson, T.	Calif.	M	42	M	M	136	63	M	M	153	M	110	M	86	M	161		2191
9	Trego, J.	Calif.	109	M	M	M	94	M	M	M	52	M	M	147	M	51	78		2151
10	Perkins, C.	Kans.	M	119	155	57	170	88	M	M	163	107	92	M	M	M	63		2094
11	Stress, L.	Mich.	121	M	M	M	M	M	51	M	M	M	M	67	86	67	57		2075
12	Nippert, V.	N.Y.	166	M	94	M	29	176	M	M	138	95	168	168	62	54	M		2050
13	Gard, J.	Mo.	79	62	M	M	M	M	M	80	31	75	121	153	170	M	M		2031
14	Walters, J.	Wash.	M	0	M	M	145	M	27	M	M	83	M	39	M	72	M		1986
15	Elder, B.	Fla.	112	M	M	M	M	175	57	M	69	M	150	54	112	75	54		1938
16	Wilson, D.	Mich.	M	M	68	83	141	M	120	26	M	M	152	126	168	76	56		1916
17	Struck, H.	Conn.	M	M	M	82	M	M	79	151	89	M	M	M	56	-	-		1697
18	Willis, L.	Ohio	179	M	M	M	76	67	M	M	M	72	97	123	138	-	-		1832
19	Simpson, G.	Texas	97	40	M	72	61	M	43	M	71	M	163	60	177	M	117		1801
20	Bales, D.	Ind.	M	20	75	69	166	M	M	92	62	M	28	M	125	52	-		1589
21	Hartill, W.	Calif.	91	M	M	M	M	38	33	M	66	59	51	39	178	-	112		1567
22	Cole, H.	Calif.	M	M	M	M	96	111	M	61	M	90	106	-	-	-	-		1544
23	Harps, H.	Ohio	116	M	57	67	M	M	M	41	46	126	M	72	-	-	-		1425
24	Perkins, C. Jr.	Kans.	M	M	M	48	134	90	M	M	70	161	-	-	-	-	-		1403
25	Sifleet, R.	Md.	169	98	179	M	102	124	M	51	58	56	-	-	-	-	-		1197
26	Park, W.	D.C.	60	170	58	97	84	M	M	55	54	167	-	-	-	-	-		1105

P51 jockey in WWII. (Can't remember his name) He took Hartill along with Brian Van Nest and Russell Hartill up in his Tri Pacer and we searched for about 45 minutes before finally spotting them. He refused any payment. Great show.

The impression we got from everyone we talked to at Bong was that the central fly off is the answer for team selection. It was a great success and the only question now is the details on how to smooth up some of the rough edges and how to take some of the tremendous load from the CD and spread it around.

FAI F/F Committee

As things stand now there is no FAI F/F committee either in theory or practice. Is this a good idea? What happens next? Are the FAI F/F enthusiasts satisfied with the current organizational structure?

Scooping the Scoopers

Nice to see that the October issue of Model Airplane News had 9 pictures and complete results of the '66 Nats. Even better, Flying Models had 18 pictures, results and also an article about a new FAI R C Record for something or other set by, guess, at Bong field during the F/F Team Flyoff. All very interesting. But all this took place during and after the Team Flyoff and not one picture, not one word about the contest or who won. Come on now you Editors, wake up and pay attention.

Correction - Bengt Johansson Wakefield of Last Month

In converting Bengt's drawing we neglected to check the actual scale factor and used the printed value. The drawing must have been reduced slightly, so to obtain correct dimensions, multiply the dimensions on the plan by 1.066. Change the note 1/8"=1" to 1/8" = 1.066".

Prop size given on plan is also wrong. It should be diam = 540 mm = 21.3"
pitch = 720 mm = 28.4"

If you use the incorrect dimensions we gave you last month the total area will be under the limit. Sorry.

C. Burger - Amsterdam, Holland

We recieved a great big packet of plans and sketches from Mr. Burger recently covering mostly Wakefield. This information is certainly appreciated and we are still drooling over the terrific detail shown on these drawings. Enclosed in this issue from Burger is a drawing of a finely engineered Wakefield from Poland by W. Niestoj. Unfortunately we do not have any additional information other than that shown on the plans. Note the right wing is longer than the left, the right is washed out ½° and the pattern is R/R! Nose block has many interesting features including 3 adjusting screws for side and down thrust.

Contest Report - Taft California by Dick Gildersleeve and Bill Bogart

LA Thunderbugs and Oakland Cloud Dusters ran a two day meet at Taft, Calif. Sept. 17 and 18. Cloud Dusters sponsored the rubber events - Wakefield, Open Rubber and Coupe d' Hiver. Maximum temperature was 90 degrees Sat. and 80 degrees Sunday - 15 - 30 degrees cooler than usual. Light wind with no clouds Saturday and some clouds and breeze Sunday.

First prize in each rubber event was a stop watch and $25.00.

Ten SCAT members journeyed North to attend the two day meet. As a club SCAT performed well copping first, second and third in FAI Power, second and third in A-2 and first in Coupe d' Hiver.

FAI POWER

Jim Trego, Bob Van Nest and Bill Hartill put up 5 maxes each. Van Nest had to fly twice on the third flight due to a 40 second over run. Ship was out of sight quickly from the launching site, but Bob and his trusty Honda went to the expected landing site and spotted the dethermalizing ship at telephone pole height for an easy retrieval. Hartill dropped early in the 6th (2:56) whilst Trego outlasted Van Nest in the seventh.

Nordic A-2

Carl Redlin and Bob Wiehle maxed 5 flights. Wiehle dropped early in 6th flight after encountering confusion on when to fly. SCAT flies at the end of the 5th round. Thunderbugs don't fly rounds and run flyoff before end of contest. Bob Van Nest dropped only the 3rd flight for 3rd place. Hartill dropped only his second flight but ended up further down.

Wakefield

Dick Gildersleeve neatly and expertly ripped off 4 maxes with the calm

precision of an unemotional stop watch. On the 5th flight, with the same expertise and studied aplomb he ripped off the wing and augered in, washing out that model. Probably thinking more about his upcoming trip clean across the continent to New York he had managed to leave his alternate ship at home. Thus loomed visions of the firstplace $25 flying away.

COUPE d' HIVER

It is with humble and quiet pride that we announce to all the world that Andy Faykun ran up a string of 6 (six) 2 minute maxes with his version of this young event. He tried no additional flights since his closest nemisis, Manuel Andrade, missed a max on the 3rd flight by a hair. One long flight was chased by Bogart in his Continental through the old barracks. Almost caught the ship with an arm out the window. Fuse not lit. Another OOS flight, but found by Baccaruda-riding Tom Hutchinson 2 miles downwind.

UNLIMITED RUBBER

What a silly title for a rubber event. Our AMA rules LIMIT wing area to 300 square inches and the resulting stab to less than 150 square inches. British rules make more sense. (Ed. note: ?) In addition to all this, Dick Gildersleeve was limited to less than a max (5 minutes) by non-thermally air on one flight. Manny Andrade did better (5+5+5+12^{c})

GRIN AND BEAR IT OBSERVATIONS by that Static Duo - Gildersleeve and Bogart

Wiehle, amidst his five maxes, DT'ed on a barracks foundation and broke off his A-2 boom. He reglued the boom (third compound fracture for that ship) using epoxy, toothpicks and Magic Tape and eyeballs for alignment. Retrimmed and proceded to max. Craig Cusick after one A-2 max towed up into a violent thermal, ship came off line on way up, stalled, nosed down, wings fluttered and augered in. His spare ship was at home, unfinished on work bench.

Jim Trego, after many non-failure flights at Bong went through 2 A-2 gliders and skin fractures on his power ship. He was seen also to drag out his ½A Snicker. He piled his ships into his model box Saturday night, put it on top his car and off toward the motel. Not far away he heard the box slide; he stopped; the box didn't. Spent the evening repairing damage. Moral: tie box on car rack before moving car.

Static Duo cheered up Hartill after he bashed good powership Saturday afternoon. We enthused him so much he pulled out of his archives parts for an unlimited rubbership. Body from the days when there must have been a body cross section rule. He cranked up Sunday climbed well and stalled in the glide. Made a contest adjustment. Ship was so exhilarated at

flying again it jumped and wheeled for joy right into the ground with the nose block saying hello to the rear motor peg. Fuselage paper was shocked to death.

Joe Bilgri threatened to use his really slow stop watch after Gildersleeve's changing several destranded unlimited rubber motors.

Frank "Pied Piper of Modeling" Zaic amidst the urchins. He made the scene with R.O.G. and catopult glider models he plans to kit. He had the urchins do his flight testing.

Power winners Trego, Van Nest and Hartill used the Scat club interia starter. Greatest advantage is that you can concentrate on observing the thermal activity then when you want to go just stuff it into the flywheel.

Young Russell Hartill got a max on his ½A Stardust er and Dad was so proud, everyone soon knew of the max. Russell got 2nd place in the novice gas event.

Jim Trego turned green when his daughter let him look at her newspaper covered steer skull she found in the tulies.

Inza Hartill's futile attempt to keep ants out of son's sandwich he was eating.

Clarence Mather's stable canard unlimited ship climbing well while surrounding ships dipsy-doodled in turbulent air.

Stand by -- Zaic may build another competition Wakefield. Rumor rampant allover field.

Nice to see Sal Tabi's boy flying A-2 of Dad's design.

Sam Belcher's endless carnage of gas models being stuffed in one end of his mysterious car by his wife while he pulled out repaired (?) models from other end. Automated repair shop?

Bill Bogart showed every piggy-backer where the downdrafts were all through the day.

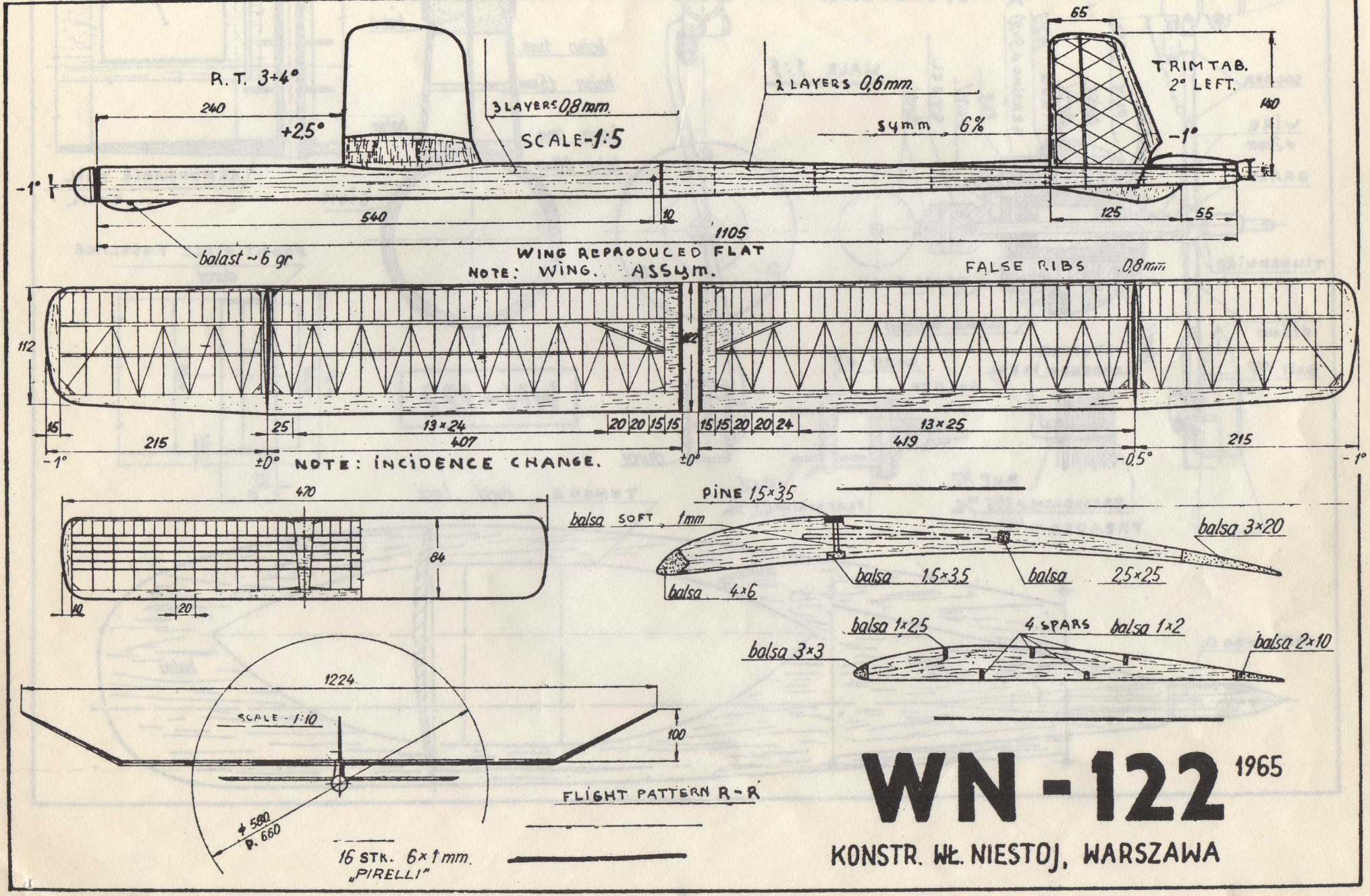
At motel, it seemed to be urchins vs. John Lenderman, Hartill and Trego in water polo. Bilgri and the Static Duo were used as the goals.

In a land where it just never rains until November Van Nest and son had to abandon sleeping bags for the car in the wee hours due to "heavy dew" falling all about them.

NEXT MONTH

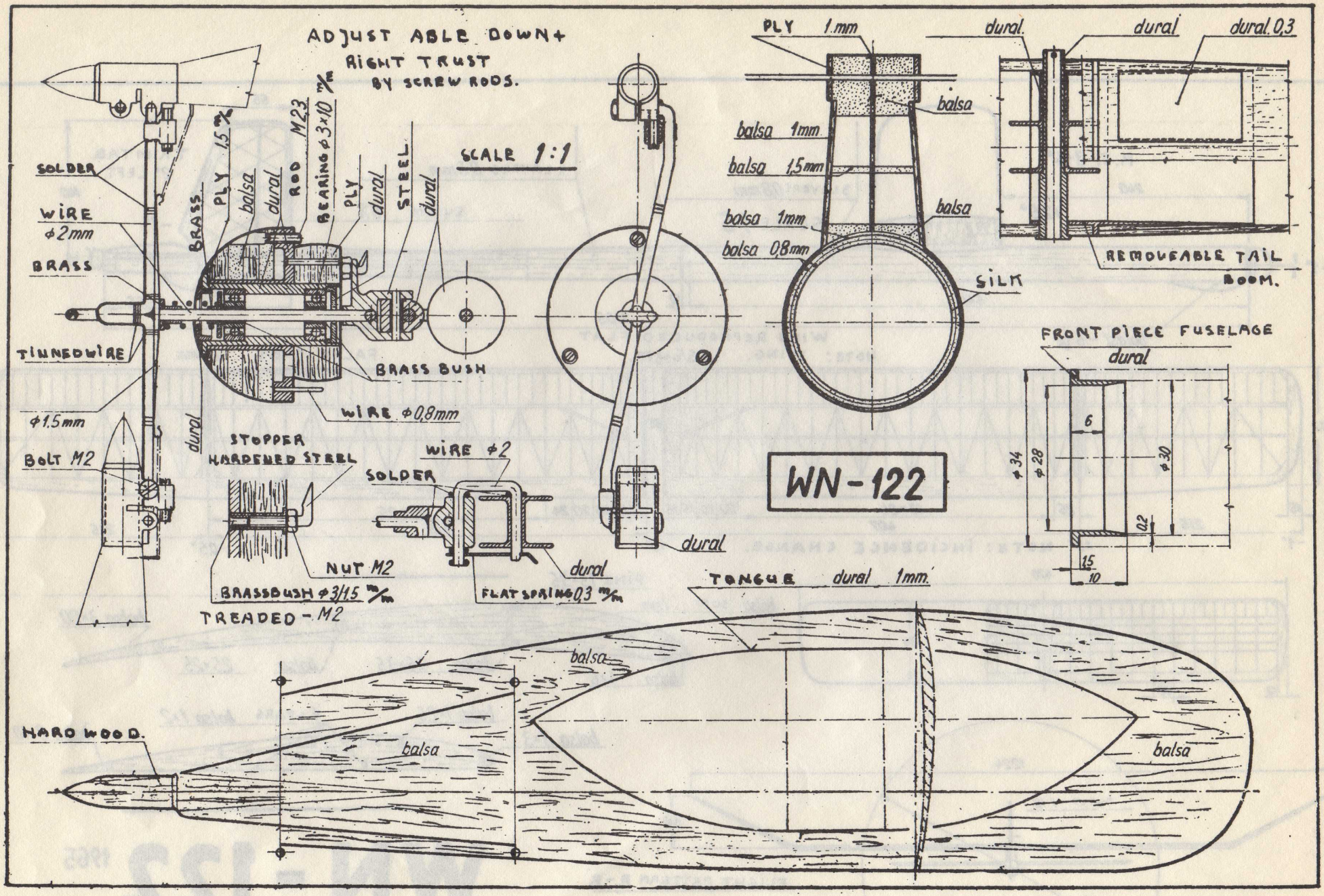
How to build an inertia starter, a new idea on wing jig construction and more plans.

See you soon.



WN-122 1965

KONSTR. WŁ. NIESTOJ, WARSZAWA


ADJUST ABLE DOWN+
RIGHT TRUST
BY SCREW RODS.
SCALE 1:1
SOLDER
WIRE
ϕ2mm
BRASS
TINNEDWIRE
ϕ1.5mm
Bolt M2
BRASS
PLY 1.5
balsa
dural
ROD M2,3
BEARING ϕ3x10 m/m
PLY
dural
STEEL
dural
BRASS BUSH
WIRE ϕ0,8mm
dural
STOPPER
HARDENED STEEL
NUT M2
BRASSBUSH ϕ3/1.5 m/m
TREADED - M2
WIRE ϕ2
SOLDER
dural
FLAT SPRING 0,3 m/m
dural
PLY 1mm
balsa
balsa 1mm
balsa 1,5mm
balsa
balsa 1mm
balsa 0,8mm
SILK
dural
dural
dural 0,3
REMOVEABLE TAIL
BOOM.
FRONT PIECE FUSELAGE
dural
ϕ34
ϕ28
6
ϕ30
0,2
15
10
WN-122
TONGUE dural 1mm
balsa
balsa
balsa
HARD WOOD.