THE SCATER

published by Southern California Aero Team (8)

November 1961

President-Bill Hartill; Secretary-Milt Harker; Editor-Ken Sykora, 6717 Wilkinson, Apt. 205, North Hollywood, California

NATIONAL AND INTERNATIONAL

When the AMA Vice Presidents approved the new "unlimited" gas model rules last month it was the final step in the AMA's "unofficial" recognition that FAI international and AMA national rules are two unmarriageable approaches to competition free flight.

The next logical step which the now "enlightened" AMA must take is the clear and definite separation of the business matters of FAI and AMA classes. AMA-created classes are purely national in concept and purpose; with a completely national governing body. US-FAI modeling, on the other hand, has completely different interests, aims and problems; both domestic and international. Among these are regional team selections, team travel, USA rules proposals, overseas rules meetings, overseas competitions, etc.

This work requires experienced representation personnel, for US FAIers who are well informed in the specialized areas of FAI rules, procedures and methods of competition. This is a tough, time-consuming job which allows no time for such officials to "wear a second hat" by having to be concerned also with AMA domestic matters.

The AMA organizational structure already contains the elements necessary to look after these USA international interests, in the form of the ICC committees for FAI FF, RC, CL and Indoor. All that is needed is a clear-cut official AMA policy which empowers these committees with full authority and responsibility to represent US FAIers, and to conduct US international modeling business without any interference from, or overlapping with, AMA domestic officials.

These committees would then be the AMA's official US-FAI spokesmen and could issue firm decisions in international modeling matters. And, most important, our representation at all international meetings would always come from the experienced and qualified ranks of these ICC committees! (With this more positive approach perhaps we could cure the ills which turned our last "official" rules proposal into an ineffective, secret and pathetically worthless muddle...the author (s) of which this publication still hasn't been able to discover!)

After suitably empowering these FAI governing bodies, the next logical step is the separation of international FAI flyers from the majority of AMA license holders who are concerned only with domestic modeling.

To accomplish this, two types of licenses should be issued by AMA. One of the type now issued, and a second one with "FAI" stamped across the face. This second one would cover all the competition flying for FAI events recognized in this country (FF, RC, CL and Indoor). Modelers who wanted to fly

both AMA and FAI competition events would be required to buy both licenses.

With this system both the FAI and the AMA modeler could be sure that his license fee was being used to promote his personally preferred classes and competition programs. And he would be confident that his governing representatives were concerned only with the promotion and regulation of the type of modeling in which he was personally most concerned.

It's high time the AMA realized that in rules, representation and flying programs neither the FAIer nor his brother AMAer wants to wear the other fellow's shoes...nor should he have to. Just look at our own government's approach to such things. We have a national Congress to take care of national matters.. and a separate representation to look after our international interest in the United Nations.

Aren't we facing the same situation in national and international modeling???

NEWS FROM THE READERS

This month's "paid-up" list includes the following:

BOB CHAMPINE, Yorktown, Va.
CARL HERMES, Palo Alto, Cal.
LAURENCE PARKER, Little Rock, Ark.
WALLY MILLER, Van Nuys, Cal.
HENRY COLE, Palo Alto, Cal.
CLIFF MONTPLAISIR, Cowningtown, Pa.
JOHN VALLS, Laredo, Texas
AL FRUCIANO, Phoenix, Arix.
HARRY JOHNSON, Palos Verdes, Cal.
Lt. JACK SHEFFER, Carswell AFB, Tex.
DON THOMPSON, Midlothian, Ill.
C. C. PHELAN, Mt. Prospect, Ill.
WERNER PETRI, Los Angeles, Cal.
DICK EVERETT, Chino, Cal.
JOE BILGRI, San Jose, Cal.
CHARLES SHELDON, San Jose, Cal.
GEORGE POORMAN, Baltimore, Md.
DUB McCORMICK, Ft. Worth, Texas
CARLOS MERSEBURGER, Barcelona, Spain
TREVOR MARTIN, Taranaki, New Zealand.

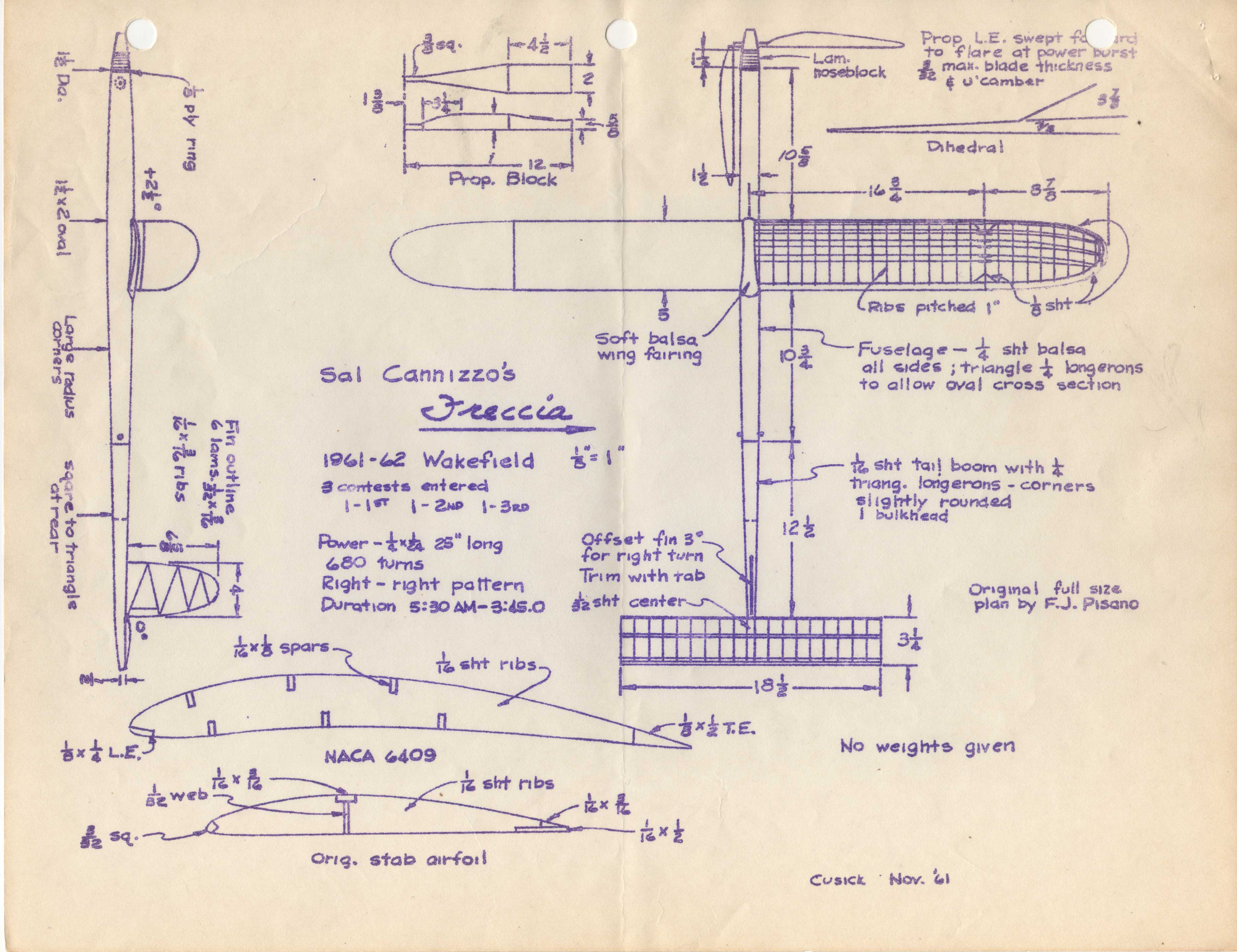
Guess the big fires in the LA area have made international news. We've had several inquiries about the safety of the local guys in both US and overseas letters. Thanks for your interest...we're happy to report that none of the SCAT members or families were involved; and no other modelers here as far as we know. Closest call was SCAT Treasurer Jim Trego's house...one of the big blazes was stopped a short city block from his front door! (Since Jim's son doesn't read this paper we're safe in telling you about one of the Christmas presents he'll be getting...a shiny red fire engine!...about 38 feet long with a pumping capacity of 42,000 gallons per hour!)

"FRECCIA", Wakefield. By Sal Cannizzo (Staten Island, N.Y.)

(Ed note: Sal didn't send any information along with this drawing of his new Wakefield, but there are many notes on the plans which should help those interested in studying the details of the design. For future contributors, we'd like to ask you to send along some brief notes with your drawings. Our correspondance shows that these words from the designer are always welcomed by our readers; even when they accompany such a nicely detailed 3-view as this one.)

REPORT FROM THE ICC FREE FLIGHT COMMITTEE

In the July issue we extended an invitation to the chairman and members of the US FAI ICC Free Flight Committee to make some comments on the committee and its work for the enlightenment of all our US FAI readers. Some responded by return mail, others have taken longer; but at long last we have material from all four members of the committee. Some of them seem to be as fond of words as we tend to be (!) and so we have had to edit their letters


Sal Cannizzo's
Freccia
1961-62 Wakefield
1/8" = 1"
3 contests entered
1-1ST 1-2ND 1-3RD
Power - 1/4 x 1/24 25" long
680 turns
Right - right pattern
Duration 5:30 AM - 3:45.0
Original full size plan by F.J. Pisano
No weights given
Cusick Nov. '61
Prop. Block
Dihedral
Prop L.E. swept forward to flare at power burst
Lam. noseblock
Soft balsa wing fairing
Ribs pitched 1"
1/8 sht
Fuselage - 1/4 sht balsa all sides; triangle 1/4 longerons to allow oval cross section
1/16 sht tail boom with 1/4 triang. longerons - corners slightly rounded 1 bulkhead
Offset fin 3° for right turn
Trim with tab
1/32 sht center
Fin outline 6 lams. 3/32 x 3/8
1/16 x 1/2 ribs
Large radius corners
spare to triangle at rear
1/16 x 1/8 spars
1/16 sht ribs
1/8 x 1/4 L.E.
1/8 x 1/2 T.E.
NACA 6409
1/32 web
1/16 x 3/16
3/32 sq.
Orig. stab airfoil

somewhat. But we hope we have retained everything that each had to say. Here it is:

Report from Herb Kothe---ICC-FF Committee Chairman

(Ed note: If the following letter from Herb seems to start off with some rather strong language, we just want to let you know it was prompted by some equally strong wordage from the editor in his request for some information on ICC doings.)

Dear Ken,

Your letter of October 31st represents the most resentful, narrow minded, ill informed attitude that I've ever had the opportunity to read. Ken I've known you for a long time and I never thought you would attack me like this without first having the facts. This masterpiece doesn't even deserve an answer, but you need help and you need it badly. Luckily I know that your opinion does not represent the general feeling of the majority of modelers throughout the country and also in California. Just last week I received a fine suggestive letter from the "Max Men" proposing a new method of qualification which will be given full consideration in a democratic fashion.

Now just to set the record straight let's review the facts concerning the ICC-FF and its activities.

1. The chairman of the ICC-FF does not rule with an "iron hand". The ICC-FF is polled on major points of decision and the majority opinion controls. This has been the policy in the past and will continue in the future.

2. The ICC-FF chairman is appointed by the president of the AMA, who in my case was Dr. Walter Good. Committee members are appointed by the chairman. If you feel this procedure should be changed or if you are unhappy with the committee chairman or its members then I suggest you contact AMA President, Pete Sotich, and request changes.

3. Mr. Carl Hermes is the new West Coast committee member. I suggest you refer any comments that you may have regarding team selection to Carl Hermes so he will be fully informed of your desires and can weigh your opinion with others in the western section of the country.

4. At the present time the ICC-FF, not the chairman, is setting up team selection procedures for the 1963 World Championship teams. I might add that Carl Hermes has already written me his suggestions based on a meeting with you, Hartill, Wiehle, and others in Fresno last summer. Personally, I feel as though these ideas are good but before a final program is set up the whole thing must be coordinated nationally.

As soon as we have a firm program for future team selections I will inform you.

Sincerely,

Herb

Report from Ed Dolby---Eastern ICC-FF Committeeman

Gentlemen:

Your article, "More Elimins For Better Teams" reads good. We have discussed more than once having more elimins. (By the way, the committeemhas started calling the elimins., "Local Qualifying Trials").

One of our functions is to select the teams in the best manner we can. It's also our moral obligation to promote the FAI events and to strive for a balance to insure interest by as many as possible. Sure, we could schedule 3 or 4 local trials, and strive for a consistant winner. This would also cut our entry down at least 50%. Now with this it's possible we might select a better team I said possible, but with making the event such a marathon we would only attract the real serious people. How about the youngsters and marginal cases? I feel that if we become too specialized we will not attract any newcomers. The old serious guys do drop out, you have to have enough people to fill in the gap, so we have a program that is half way; good enough to insure a quality team, and popular. Now remember, this whole letter is just the opinion of Dolby, and not the official of the ICC.

Regards your article "On Turning Over That Rock". Without spending a page or two on what is wrong with the AMA here is my experience. When Carl Wheeley was Tech. Director, I asked him to propose some rules ideas coming from the committee. This was 3-4 years ago. He said that in view of the fact that AMA had decided to adopt FAI rules in sanctioned contests that it was the duty of the AMA Contest Board to decide what rules proposals should be made. This sounded reasonable, although I did feel the committee was more in touch with our type of events. This was accepted and we made no official ICC proposals. Now we have a new Tech. Director, Frank Ehling. He must feel differently. To the best of my knowledge I, as a committeeman, never received a letter asking for ideas for FAI rules changes. I would think it out of order if one member of the committee made proposals not discussed by the whole committee. I knew that the USA had made what I consider an indecent proposal, but in view of what I believed, I assumed it came from the Contest Board. The AMA was wrong in accepting any proposals unless they came via the chairman, and represented committee opinion. I am following this up, to see that such things as this do not occur again, and most important to see where the committee stands in relation to rules proposals.

I am against any reduction in Nordic line length, and reduction in rubber or weight. Better to have a couple of 6 AM rounds to help separate the times. This has been discussed at length in "Aeromodeller" and it looks like it won't come about. They state that it is too hard to get the officials on the field and ready to go at that time of the morning. As sponsoring countries are hard to come by I guess it must be accepted.

Let's talk about the future as we can do nothing about what has gone by except use it as a guide. Almost 100% of the eastern semi-finalists want fall team selections. I agree, Bilgri leaned that way, but when Conover was Chairman he did not agree. Ritz also disagrees, saying that the Central area cannot find good flying sites in the fall due to the matured corn crop. Maybe so, but I doubt his statement that suitable sites cannot be found. Now that Kothe is Chairman perhaps he will favor fall selections. I would like to hear some comment on this. If this came about we would be having team selections in the fall of '62 for the '63 teams.

Another thing that I feel strongly about, but was outvoted, is this. I preferred the 10 semi-final flights per event. 5 EACH DAY. The committee did not feel that we should use miced rounds. Any one person can be real hot or lucky one day, but I believe that the next day is apt to change things. Five flights over two days in my opinion would produce better team members. The objection to this is flying 5 flights in the 3 events all in one day, and then repeating the next day. The committee felt we should fly each event separately. To set this up for 10 rounds per event was really pushing, so we, by majority opinion, cut it to eight rounds. The way we ran it this year only gave the contestant one hour to make his flight and his delay. By observation here, we had very light winds for the Nordic and Wakefield events.

It got windy for the Power boys and many spent a great deal of time out looking and a few missed rounds. The Central Area weather was also very good so no problem there. From what I read about your section you had a superior retrieving system.

Do most guys go to the semi-finals to fly 1 or 2 events? I do not believe we should give much consideration to the 2-3 event qualifiers. By having mixed rounds, say one Nordic round every three hours, there is much less chance of losing models, more time to make repairs, etc. When a semi-final comes only every other year it seems to me an awful rush to whip through 8 rounds in eight hours. As I said this year things were easy with plenty of time to spare.

The other pro and con of the mixed rounds is this. By flying one event straight through you can concentrate on that one event. It might be a problem trying to fly two events at the same time, or within an hour of each other. On the other hand if you flew two events you would have 3 hours, more time than unmixed events. If you flew only one event you have even more time.

I hope we can get some ideas tossed around and see how people feel about these things. I want to point out that this is what I personally feel and will have no bearing on my actions once I know what the majority of the modellers want. I firmly believe that the majority of FAI fliers should get what they want.

Best regards,

Ed Dolby

Report from Gerald Ritz---Central ICC-FF Committeeman

Dear Ken,

Got a charge out of your multiple elimins. deal! This is right up my alley and I couldn't agree with you more!

However!!!! Have you talked to your western committeeman about it? (Ed. note: Yes.) I have written at least 300 letters so far during my 3 year stint of duty as Central ICC-FF committee member, and many of them were to other committee members to get them to drop the old 1 elim-five flight type of program that has been ruining FAI participation and teams. I worked for over a year to get them to accept the 10 flight semi-final!

You talk about activating the ICC Committee!! - Just ask anyone in the Central States who knows what has been going on--Joe Kehr of Tulsa for example, or Larry Conover. No one who knows me has ever accused me of being lazy or backward, or of not doing my duty. Every forward step the ICC has taken has been because of my stubborn insistance.

I have been pushing for an aggressive program for many years, and Conover backed me up, but we haven't been able to convince other committee members. Conover quit the ICC chairmanship because he could no longer stand the frustrating battle.

According to your paper, Ehling says that only one ICC member reponded to the request for proposals--this is not true! Both Conover and I did for sure (Ed note: Gerry enclosed a copy.) and those screwball proposals the US sent to FAI headquarters certainly didn't reflect either of our thinking in the least! Why don't you start a movement to get an Internationally minded

modeler who knows what he is talking about for International rep? (Ed. note: That's covered in the May editorial, Gerry.)

Frankly I am very surprised to see you fellows so much on the ball! So far the only encouragement I've gotten has been from the central states areas. (Ed. note: Aw Shucks, 'twern't nothin'.) I'm with you 100%. If you need help in anything, just holler.

Best regards, Gerry

Report from Carl Hermes--Western ICC-FF Committeeman

Dear Ken,

I'm enclosing a copy of the proposal for the 1963 affair that I submitted to Herb a week or so ago. It is essentially the same thing we talked about at Fresno except the eliminations have been held to three out of consideration for Eastern climates, etc.

Think about this, Ken, and if you have any comments, let me hear from you and I will forward them on. (Ed. note: We've done this.) I have reviewed the Max-Men's proposal which involves a series of monthly eliminations starting in January 1962 for the West Coast team member selection. They feel the East and Middle West should figure out their own arrangement. [This is Hermes' proposal:]

Eliminations:

Three (3) local-level eliminations: June, Aug, & Sept, 1962. (Dates to be 6 weeks or more apart. Semi-Finals qualifiers are based on total time for all 3 elimins. Number of these qualifiers is based on average attendence (each event in each elimins area) for this series of 3 elimins.

Example:

IF THE EVENT DRAWS (average entry for 3 elimins)		THESE WINNERS GO TO SEMI-FINALS (based on total time for 3 elims)
At least five (5) entries	-	1st place man only
Up to ten (10) entries	-	1st & 2nd placers
Up to fifteen (15) entries	-	1st, 2nd, and 3rd placers
Over fifteen (15) entries	-	1st, 2nd, 3rd, & 4th placers

Five (5) rounds in each eliminations. (Two days - 1-1/2 events per day).

NOTE: The number of local eliminations is not limited to a specific number. Additional areas in the Region outside the normal six (i.e. for Western Region) may apply to the Regional Committeeman for an "extra area" local slimminations. Approval will be based on proximity to regular elimin areas and on ability to provide at least five (5) entrees per event applied for. Any such approved area which does not produce the required 5 entries will not be allowed any Semi-Final qualifiers. All eliminations areas must be approved and announced by May 1, 1962.

Semi-Finals:

Two (2) semi-finals; May 1963 and June 1963. Top total time in each event for these two meets determines the team members. These two meets would be held in two different locations.

Example for Western Region: One semi-final will be held in a reasonable northern location (Bay Area or farther north) and the other in a reasonably southern location (Bakersfield or LA). (This would mean only one long trip for the big majority of flyers, during a period of 2 years.)

Eight (8) rounds in each Semi-Final. (Two days - 1-1/2 events per day.)

Note: In view of the number of contests, proxy flying will be permitted but will be subject to the approval of the local Contest Director. Normally, proxy flying will only be allowed when the contestant is unable to attend due to business, illness or similar reasons.

Regards,

Carl

So ends our report from the ICC-FF Committee. All these comments and opinions should give you plenty to think about; and, incase you want to contact any of the members personally, we've supplied their addresses below. We think a good exchange of ideas, opinions, and beefs between the committee members and the modelers they represent will be a fruitful endeavor for FAI-FF in general. But, if you've got any complaints to register with these guys, just remember they all volunteered for this tough and often thankless job...and remember also; nobody ever broke his arm patting the other fellow on the back.

Chairman	Eastern Area	Central Area	Western Area
Herb Kothe 150 So. 42nd St. Boulder, Colo.	Ed Dolby 168 Union St. Rockland, Mass.	Gerald Ritz 9124 Parkside Dr. Des Plaines, Ill.	Carl Hermes 155 Green Meadow Palo Alto, Cal.

A/2 GLIDER by Dick Gildersleeve (SCAT Club)

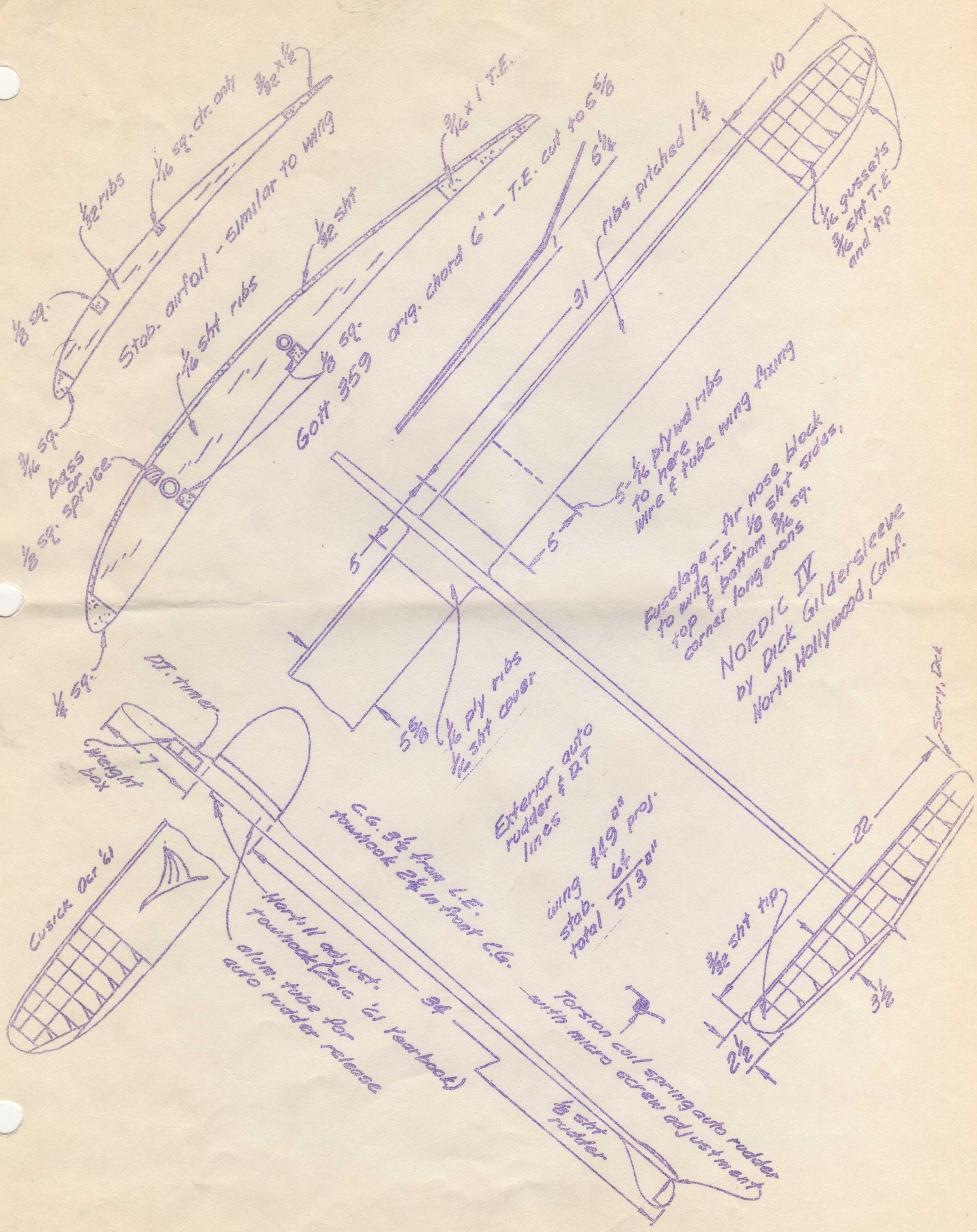
This is the fourth in a series of "educational" Nordics I've built to familiarize myself with modern A/2 designs and performance possibilities. This "catching-up" was necessary since I had rather lost touch while being in the service. The first of the series was purely original, being built shortly after my discharge from service.

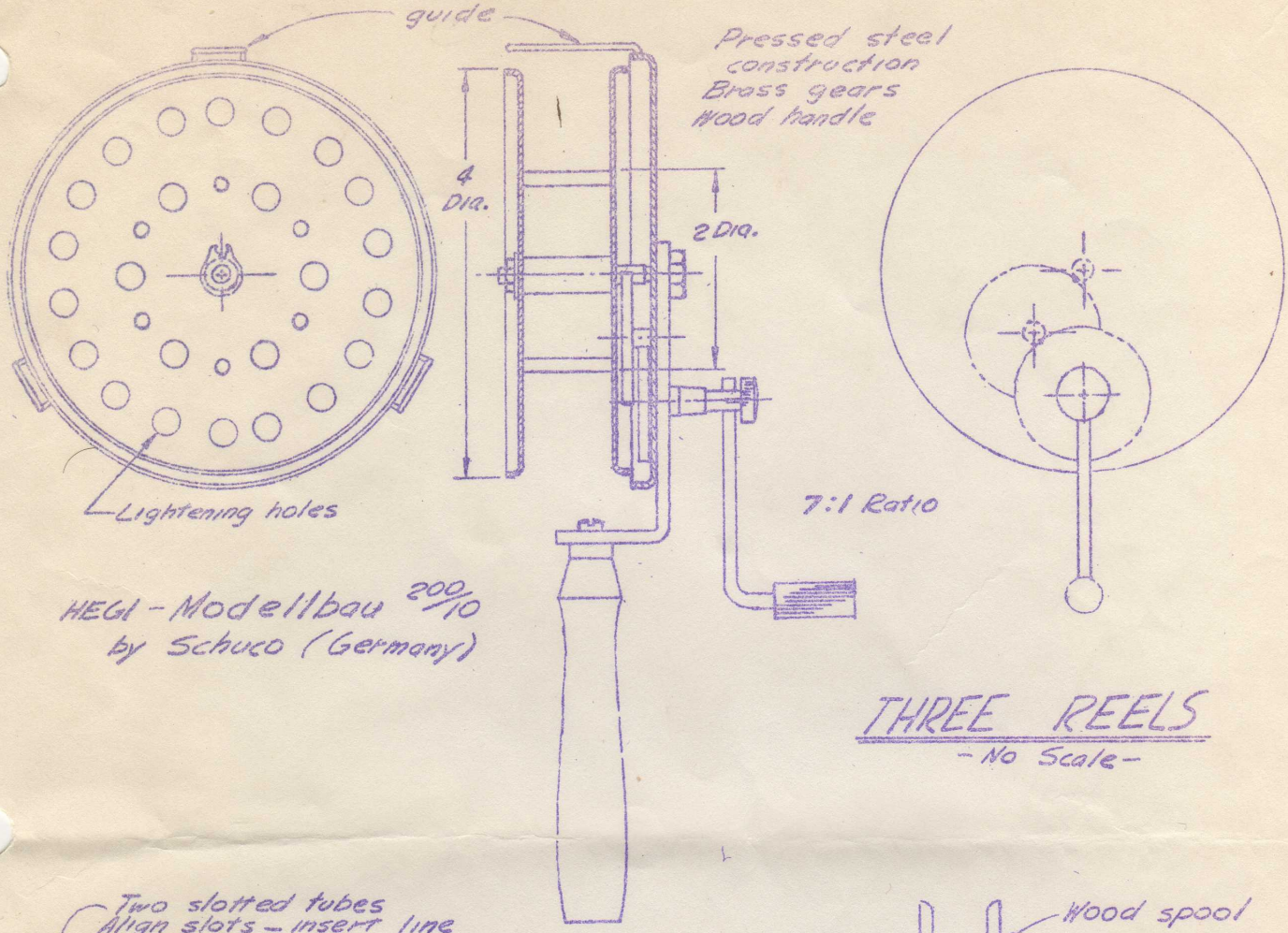
Shortly after this ship was flying I was exposed to the fine technical information flowing from the Montreal Bulletin. Tam Thompson's ideas and models in particular made sense, so the second in the series was a modified version of his Scarab, and the third a modified Sunray. Both these gliders taught me a lot and after plenty of field work I decided I was ready to give it a go on my own again.

The ship in the accompanying drawing is the result. One unusual feature is its rather thick (according to current trends) airfoil, which is a Gottengin 359. This is Thompson's influence. He thought this section seemed to have the characteristic of "riding over the hill" instead of an "honest" stall, when up set in rough, gusty air. After flying my own ships in rough air, I agree with his observations.

This glider has a pleasant "thermal-hunting" characteristic. In spite of auto-rudder setting, it seems to want to wander about in no particular direction until it encounters reasonable lift. Once in this thermal activity it snaps into a "legit" circle. It also takes care of itself well in rough winds, both during towed and free flight.

Biggest kick I've had so far with this design was a recent win at Tehachapi, Cal. The contest was held at a glider school there, and my prize was a nice soaring ride (my first) in a full size sailplane. Some fun!!

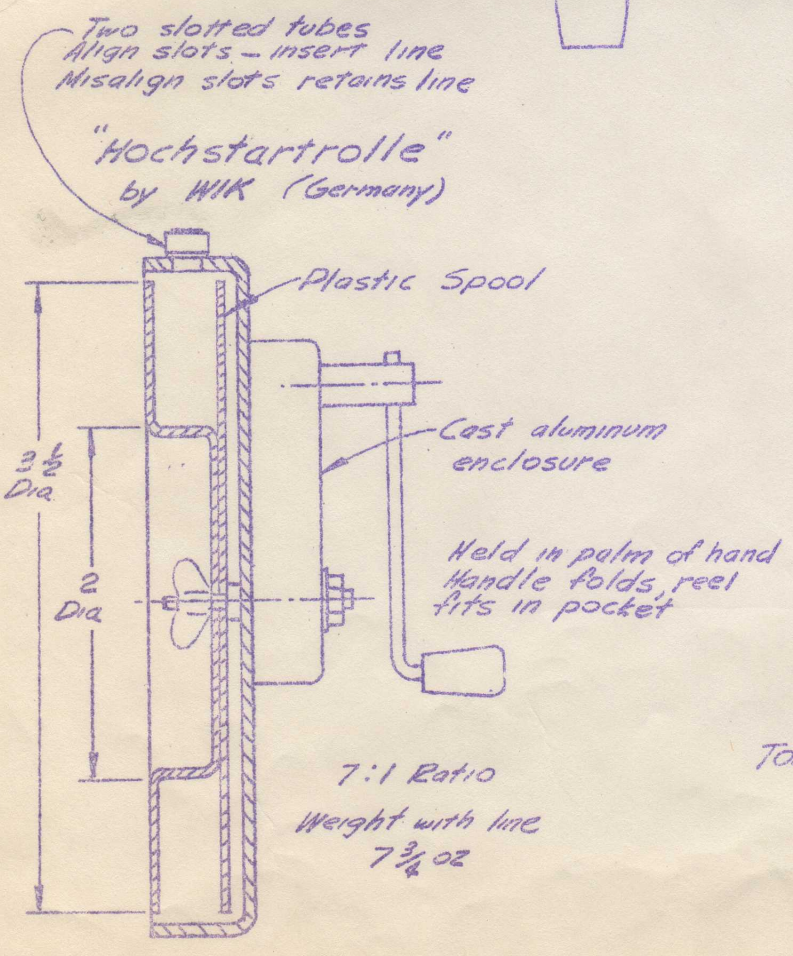

Stab. airfoil - similar to wing
1/32 ribs
1/16 sq. ctr. only
3/32 x 1/2
1/8 sq.
3/16 sq.
bass or spruce
1/8 sq.
1/4 sq.
1/16 sht ribs
1/8 sht
3/16 x 1 T.E.
1/8 sq.
Gott 359
orig. chord 6" - T.E. cut to 5 5/16
5 1/8
ribs pitched 1 1/2
10
31
1/16 gussets 3/16 sht T.E. and tip
5-1/16 ply wd ribs to here wire & tube wing fixing
5
5
Fuselage - fir nose block to wing T.E. 1/8 sht sq. top & bottom 3/16 sq. corner longerons
NORDIC IV
by Dick Gildersleeve
North Hollywood, Calif.
5 5/8
1/16 ply ribs 1/16 sht cover
Dr. timer
Weight box
7
1/4 sq.
Cusick Oar 61
C.G. 3 1/2 from L.E. rowback 2 1/4 in front C.G.
Exterior auto rudder & D.T lines
wing 449 sq in proj.
stab. 64
total 513 sq in
Hartzell adj. wt. rowback (note 61 rearback)
alum. tube for auto rudder release
34
Torsion coil spring auto rudder with micro screw adjustment
1/8 sht rudder
22
Sorry, Dick
3/32 sht tip
3 1/2
2 1/2

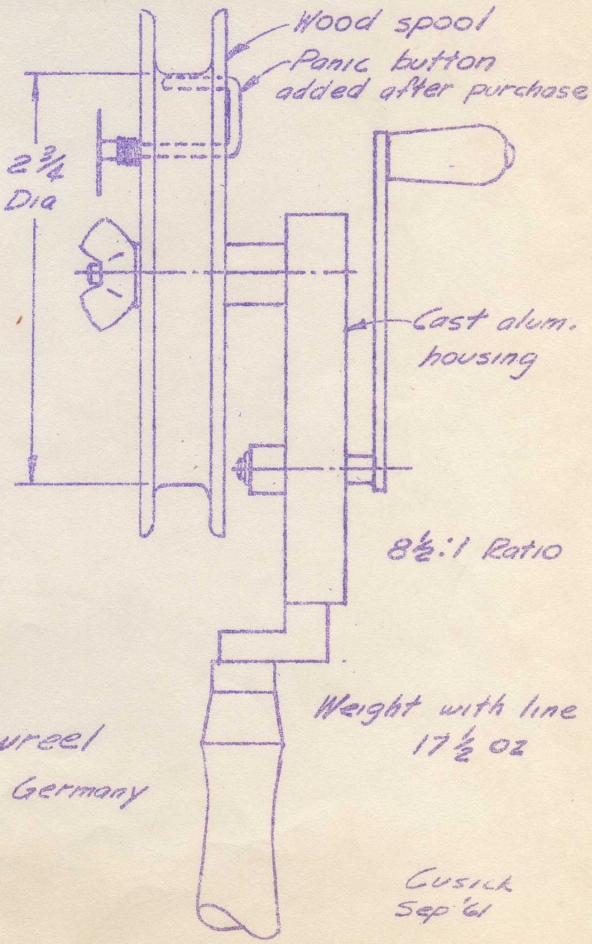


HEGI - Modellbau 200/10
by Schuco (Germany)

THREE REELS

- No Scale -





Cusick
Sep '61

THE REEL DOPE

Following some requests for information on currently available towline reels, we checked some of the local hobby shops. Three of the best are shown in the accompanying drawing. The "Hegi-Modellbau" shown at the top is a really elaborate job and quite impressive looking. It seems well made, and the only possible objection might be the rather small core of the spool. The "Hochstartrolle" is the "derringer" of the tow reel world, and should be ideal for those who like something they can slip into a pocket before starting the downwind chase. The winding handle on this compact job folds down. Number three, in the lower right of the drawing, is the "old standby" (also of German manufacture) which is very popular among the serious Nordic flyers here on the Coast. The home-made "panic button" shown is a useful modification that the manufacturer seems to have forgotten. It's rumored that this reel may no longer be in production, but we hope not. If you want a good all around machine, at a reasonable price, this is it.

If your friendly neighborhood toy store lady gives you a blank look when you ask for one of these try writing Wilshire Model Center, 1326 Wilshire Blvd., Santa Monica, Calif. Also if you live some distance from the West Coast you can get the Hochstartrolle "hide-out" model from Pete Sotick, 3851 West 62nd Place, Chicago, Ill.

FROM THE NOTEPAD

*****This month's mail contained several issues of an unusually fine club paper from England...the Stevenage Model Flying Club's NEWS AND VIEWS. In addition to the usual local news it contains a good chunk of technical info (3-views, sketches, and articles) on a variety of model areas. If you like good technical stuff you should look into this one. Write: Geoff Dallimer, Editor, 10 Angle Ways, Stevenage, Herts, England.

*****Since a large part of our readership is from other countries, we'd like to say we're sorry so much space was taken up in this issue with purely US domestic problems. But from time to time it must be done. Future issues you can be sure, however, will bring more of the technical subject which seem to be the reason behind this humble little rag's brush-fire growth.

*****Maybe it's out of place for this technical slanted publication to dabble in AMA elections...but one thing we must say: Current AMA President Pete Sotich, who's running again in '62 has done a top flite job this past year... as far as we're concerned. He certainly hasn't always agreed with this publication's ideas; but what's far more important, he has extended his full personal cooperation as an AMA official in supplying us with information, news, and other personal help for the benefit of you readers. He is not the only AMA official who has contributed...but his kind are far too few. For such a large organization requiring so much work many of his type are needed! Nuff said!

P.S. MAIl YOUR AMA BALLOT RIGHT THIS MINUTE!!!!!

COMING NEXT MONTH

In addition to the usual brand of foolishness there will be some serious items in the form of a Danish A/2, a fool-proof Nordic DT release, some rules comments by a top Finnish FAIer, a really wild Italian Wakefield...and (Heaven help us!) other items which have yet to crash down into our mail box.