THE

SCATTER

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President: Craig Cusick
Editor: Bill Hartill, 7513 Sausalito, Canoga Park, Calif.
Corresponding Secretary: John Wordin, 2915 W. Victory Blvd. Apt. F, Burbank, Calif. Zip 91505

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U.S.A. FAI FF TEAM SELECTION PLANS

As a matter of explanation, since being appointed Chairman of this body, your Editor (with the help of the SCAT Club, both physical and financial) printed and mailed approximately 250 "FAI Newsletters" to the SCATTER domestic mailing list (plus some not receiving SCATTER). That "FAI Newsletter" was the Chairman's attempt to reach as large a number of U.S.A. FAI fliers as soon as possible so that decisions could be made promptly on a team selection plan. Future issues of the "FAI Newsletter" will only be sent out when both the SCATTER and "Model Aviation" would not be able to carry the news fast enough. I will continue to edit SCATTER and my new duties include supolying "Model Aviation" with material. As you can see, I am slowly gaining control of all news media. (Am working on "Mad Magazine now!) This is probably due to a reaction from feeling rejected by the domestic magazines. Well, anyway, I do not want to bore you with agonizing complaints about how overworked I feel. This is what I have been trying to do for some time and it is enjoyable. (There goes my credibility!) I also do not want to hash over how little time there is to do this or that and wring hands over past mistakes. Onward and Upward!

To the U.S.A.'s competition in Europe, we say, "Get ready! We intend to show you what we can do when we get aroused."

To the U.S.A., we say, "Let's knuckle down and get serious about this thing. No point in running off in different directions blaming this or that, or this person or that person for results less than we would like to have. What we need is a sense of cooperation, an intelligent plan and some hot competition throughout the country."

By the time you read this a team selection plan will be established. Details will apoear in the December issue of SCATTER and the March issue of "Model Aviation".

This plan will have been arrived at by the ICC after considering all of the many suggestions received and also by considering all past plans and various comments published in various places in the past. It is rather surprising to realize that practically no plan is a "new" plan. Lots of research reveals that whatever idea you come up with, somebody has probably come up with it before.

One of the many problems of course is the tendency to develop regional views because of local difficulties with unavailability of flying sites, tall corn, wind, crowded contest schedules, etc. On top of this are the differences between FAI fliers. They say "it takes all kinds" and in this sport it seems to be true. Some fans speak of themselves as "dedicated", "mature", "intelligent" (and they are) and then they go on to explain that they have families, demanding jobs, community responsibilities, etc.,and are unable to

devote unlimited time to modelling. Because of this, they have chosen to limit themselves to FAI free flight because of the challenge it offers. They feel that their limited time can best be spent developing skill in a sport of more precision than in trying to compete in a wide range of events. This"group" tends to produce the advanced design models with (usually) more sophisticated construction. They tend to make up for lack of contest "gamesmanship" and experience, by producing superior models.

World Champions have come from the ranks of this "group" and the main interest and support in furthering FAI flying in this country has come in large part from this "group".

On the other hand, there is a second "group" with somewhat different characteristics. Here are included the contest competitors. The fliers who attend every contest within a radius of 400 miles, build more than several models a year, are interested in different events, like to and go to the Nationals, usually more often than once every four years. These boys when pressed can build a model in a couple of days, can patch a disintegrated model and know many thermals by name. Alas, they also don't know what induced drag is or how to make a left-handed pusher prop from a right-handed tractor block, with 23¼ inch pitch and 1-7/8 inch block width. (First correct answer will win an autographed picture of Miss Fuel Can.)

Now, where was I, oh yes, the two "groups". That second "group" has also produced some World Champions. Of course there are exceptions and you can probably think of many fliers who have characteristics of both "groups". For example, your Editor has been thrown out of both.

SCATTER ERRATA

Okay, but we almost got away with it. Turn back to your last issue and change the date to 1963.

INTERNATIONAL POSTAL CONTEST - October 27, 1963

The Norwich Club of England organized a very successful International Postal Meet for the three FAI F/F events. Each team consisted of one man in each event. Mike Woodhouse of Norwich sent along a quite detailed listing of the results.

The winners were the Uppsala Club of Sweden with a total of 2467 secs. and SCAT in second place with 2410 secs. The Norwich report follows:

"This contest was the third organised by the Norwich Club and the biggest yet, and it may be one of the biggest any club has organised.

Clubs participating:-			PLACE
1. UPPSALA	-	SWEDEN	1 # 3
2. BAERUM	-	NORWAY	6 # 13
3. GENTOFTE	-	DENMARK	7
4. CHRISTCHURCH	-	NEW ZEALAND	9 # 11
5. MELBOURNE	-	AUSTRALIA	8 # 10 # 12
6. S.C.A.T.	-	U.S.A.	2
7. NORWICH	-	ENGLAND	4 # 5 # 7
8. MONTREAL	-	CANADA	14

"Apologies for the lateness in the distribution but one or two clubs were rather slow in sending in their scores! Congratulations to all the winners who have put in some very good scores. The amount of people who flew make this virtually a world champs by post!

"UPPSALA, SWEDEN
Weather was calm with low clouds early in the morning. The low cloud and fog disappeared quite early in the contest, but the sun never came out, the cloud base remaining at 700-800 feet. The conditions being rather damp made rubber boots the order of the day.

"BAERUM, NORWAY
At the last moment the club had to change their flying site to a small field surrounded by woods. After early fog had cleared it became dead calm with a little sun giving light lift early on, later the sun disappeared. Ove Gridseth proxy flew for Roar Mikalsen who was getting married. A few models landed in the woods but were retrived. In all, the weather was almost perfect and not much bad luck was had by anybody, though the wakefield flyers had a few bugs to iron out.

"GENTOFTE, DENMARK
All day there was a slight breeze and steady drizzle from the sea, no real lift or down was present. The high humidity of the air caused several models to stall. Top score was made by a young lady! (What went wrong boys?)

"CHRISTCHURCH, NEW ZEALAND
In general the weather was quite good. At first there was a wind of approximately 15 m.p.h. blowing and plenty of lift about. Later in the morning a sudden calm came over the field without much lift about. One and a half hours later the wind got up again from the opposite direction blowing at about 30 m.p.h. calling an end to the days flying.

"MELBOURNE, AUSTRALIA
At the start there was a light breeze but conditions were very damp. The damp air upset the motors, cutting the peak revs. down. In the damp A/2s land very quickly. As the day progressed the wind rose to 20 m.p.h. giving long chases through the long grass infested with snakes!

"S.C.A.T., U.S.A.
The weather at first was hazy and very calm with slight overcast. Lift was imperceptible at first as was the drift. In later rounds a light breeze got up but lift was harder to predict. If one could get high enough there was help to be found. The weather was really unsuitable for glider flying. The second power fly-off was fluffed by Craig Cusick due to over confidence.

"NORWICH, ENGLAND
The weather at first was a stiff breeze, almost complete cloud cover; the air was cold but light lift was present. The wind dropped but cloud cover became fuller and conditions were cold and extremely dull, mist cutting visibility near the ground. Andy Anderton's COX .09 power model went crazy during the contest. Only bad down was found by Mike Woodhouse's wake on the third flight.

"MONTREAL, CANADA
The weather was good with slight drift and rather cold. Despite the fact that we had four or five wake flyers in the club, no one could be found who was able to fly! Mike Seagrave flew an 019 power model very well to make a perfect score.

"UPPSALA TEAM 1

Power	Hans Wassen	792
A/2	Lars Olov Larsson	778
Wake	Nils-Erik Hollander	897
		2467

S.C.A.T. TEAM 1

Power	Craig Cusick	900
A/2	Dick Gildersleeve	679
Wake	Jim Patterson	831
		2410

"UPPSLA TEAM 2

Power	Bo Wall	820
A/2	Ambjörn Wahlund	730
Wake	Carl-Göran Sundstedt	854
		2404

"NORWICH TEAM 2

Power	Andy Anderton	478
A/2	Mike Woodhouse	784
Wake	Barry Halford	900
		2162

"NORWICH TEAM 3

Power	Barry Halford	502
A/2	Mick Smith	621
Wake	Andy Anderton	855
		1998

"CHRISTCHURCH TEAM 2

Power	Ian Henry	804
A/2	Max Stevens	703
Wake	Owen Moore	414
		1921

"CHRISTCHURCH TEAM 1

Power	Max Stevens	688
A/2	Cyril Chapman	735
Wake	Ian Henry	286
		1709

"BAERUM TEAM 2

Power	Søren Engbretsen	370
A/2	Roar Mikalsen	821
Wake	Erik Jorgenjen	500
		1691

NORWICH TEAM 1

Power	Dave Oldfield	800
A/2	Tony Abbs	719
Wake	Mike Woodhouse	770
		2289

BAERUM TEAM 1

Power	Inguard Sverdrup	846
A/2	Bjørn Boberg	668
Wake	Henrik Dahl	570
		2084

MELBOURNE TEAM 1

Power	Ron Greeves	811
A/2	D. Marshall	488
Wake	N. Allamby	679
		1978

MELBOURNE TEAM 2

Power	Ford Lloyd	711
A/2	C. Stones	748
Wake	Bob Wilkins	348
		1807

MELBOURNE TEAM 3

Power	Bob Wilkins	460
A/2	J. Marshall	557
Wake	Bob Greenhill	688
		1699

MONTREAL TEAM 1

Power	Mike Seagrave	900
A/2	Bill Pettigrew	744
Wake	- -	- -
		1644

"We hope everyone enjoyed the contest as we at Norwich did. Let me know your comments on the set up and we will see if 1964 can give a better result. If possible a club for every country who fly models would make this even better, anyone know who we could persuade to fly?"

The SCAT Club enjoyed this meet and we are looking forward to a re-match.

PAT CURTIS - Cape Province, South Africa

Pat writes that the Stork DT'd at 1 a.m. in the morning with a 6 lb. 11 oz. baby boy. Warren is his name and it appears he has a strong affinity for balsa. Pat was a little excited in his letter but why not? Pat says his wife Wendy reads SCATTER from cover to cover before he even gets home from work.

Well, Wendy, here's what you do. Fix Pat his favorite supper, mix him a refreshing stimulant, meet him at the door with a big fat kiss and then let him build all night.

T. VAN DIJK - Delfi-Holland

Mr. Van Dijk sends us a very useful packet of plans from Holland. We will be publishing all of them as soon as we can get our Master Draftsman away from his building program. As you know, Van Dijk placed 19th in Power at Wiener Neustadt with all maxes except the first round which was a down-draft struggling 130 secs.

This month we show you the Dutch 4th place Nordic A/2 "Scharrelbink" by E. Nicolaas of the Delfi Club. Van Dijk says the still air time is very good (170 secs.) but that more importantly the ship has good stability in any kind of weather. Some readers might dispute the claimed still air time as being optimistic. On the other hand, when the Dutch say something about A/2 this Editor for one will listen. (Dutch A/2 team record: '63, 2nd; '61, 1st; '59, 3rd.)

P. DEN ODEN - Den Haag, Holland

Another letter from the Dutch. This one from a clubmate of Van Dijk who placed 25th in Wakefield at W.N. Den Oden asks, "Can you deliver to me the addresses of the Bells and Hermes family? We've met them at the World Championships at Wiener Neustadt but at the prize giving dinner we were in such a cheerful mood and had such wine-lifted heads that we forgot to exchange addresses. Oh happy days."

So that's what was going on over there! John has sent the addresses.

CARL FRIES - Crestwood Missouri

Carl is now pumping up the Thermaleers Newsletter (8798 Sturdy Dr., St. Louis 26, Mo.) and he reports growing activity in his area for both Indoor and FAI F/F. Thermaleer Lew Merlotti supplies the following figures for FAI power:

Engine	Min. Wt.	Min. Area Combined
.049 cu. in. (.80296 cc)	8.565 oz.	188.29 sq. in.
.051 cu. in. (.8357 cc)	8.841 oz.	194.38 sq. in.
.099 cu. in. (1.6223 cc)	17.163 oz.	377.33 sq. in.
.1526 cu. in. (2.50 cc)	26.450 oz.	581.50 sq. in.

In looking at these figures your Editor once again wonders why such a cumbersome specification is necessary. Both Nordic and Wakefield have fixed minimum and maximum areas which makes processing relatively easy. With Power though, the surface areas must be measured exactly. Engine displacement also must be known and the minimum weight computed from either the engine displacement or surface area. The airplane cannot be stamped as "processed". The minimum required weight must be determined.

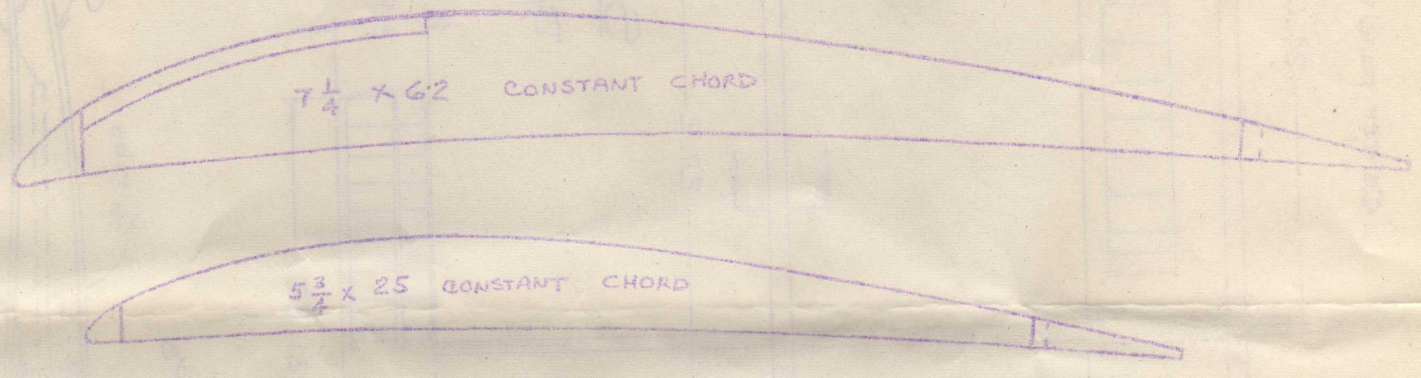
A simplification your Editor would like to make is the following:

a) One engine size permitted = 2.50 cc ± 5%
b) Minimum weight = 26.45 ozs.
c) Minimum area = 552.5 sq. in.
d) Maximum area = 610.5 sq. in.

Thus an airplane could be processed as go or no go. As for other engine sizes, really now, how many seriously fly FAI Power with the smaller engines? Nordic A/2 and Wakefield are fixed in class size. Why not do the same for FAI Power?

FORT WORTH, TEXAS - Dub McCormick

Dub reports that he has built new wing and tail for his 1961 Power ship, using the S-8356-B (with sharpened entry) airfoil. He states that both the climb and glide were improved considerably.



Dub also would like to know how to get Super Tigres to turn 19,500 on an 8-4. The best he can do is 16,800 on an 8-4 Top Flite Nylon.

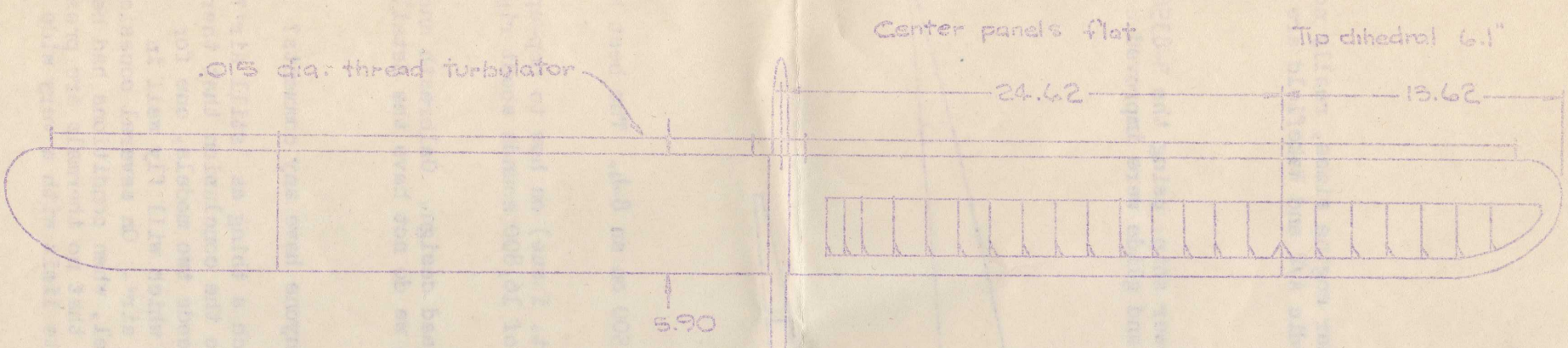
Well, our suggestion would be to see the article by Al Vela (Oct. issue) on how to hop-up your tachometer. This will usually do the trick. Your figure of 16,800 sounds about right to us though.

It is rumored that some improvement can be had by a different head design. Galbreath and some others have been having some success in this direction but we do not have the details.

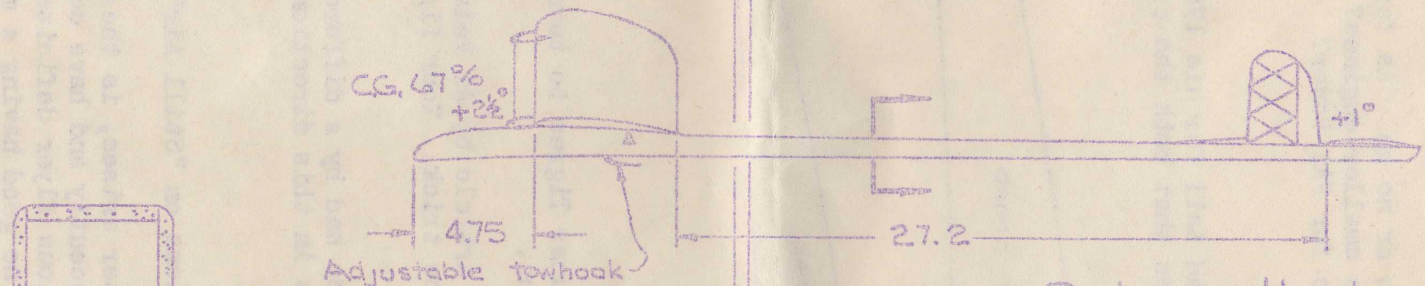
NORFOLK, ENGLAND - Barry Halford

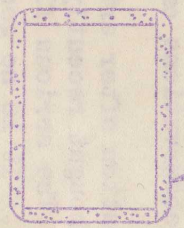
Barry sends us some interesting observations on "Still Air". Anyone have any comments?

"Refering to the Nordic, the question ofter arises, is there such a thing as 'still air'? I have given this subject some thought recently and have come to the conclusion that there is, but only very occasionally. The serious flyer definitely needs two models, one for the rough and one for the smooth. It is no good having a model which will fly well in windy or average conditions and then trying to fly it in 'still air'. On several occasions this autumn I was kicking myself for not having a still air model, when conditions had become flat calm, overcast and damp about 5 p.m. Bearing in mind that no thermals are present in these conditions one could fly a model trimmed to its absolute limit with a very wide turning circle.



Dimensions converted from mm

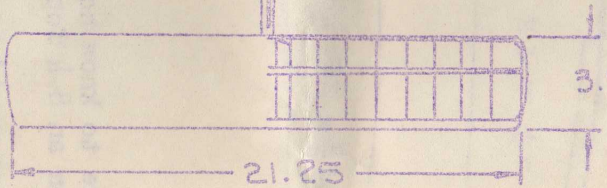




Scharrelbink A/2

by E. Nicolaas

Delft Model Vlies Club, Holland



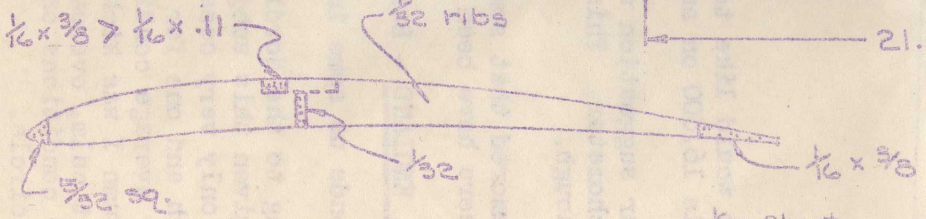
Areas

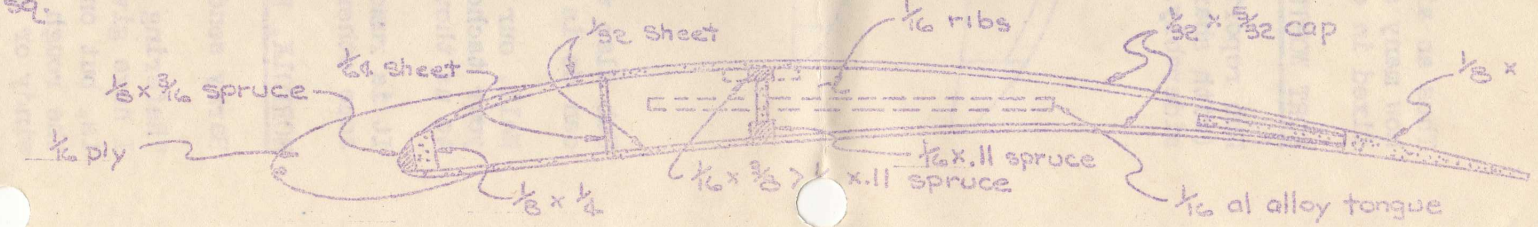
Wing	440.5
Stab.	80.25
Total	520.75

Weight 425 gm

4TH PLACE (Sec)

WIENER-NEUSTADT AUG. '63





"The question has not yet been answered, what is still air? In my opinion an exact definition would be air which is neither moving horizontally or vertically, however, we do not often find air completely still in the horizontal plane, as is observed a model will always drift away from the point of launch although it is flying in a circle.

"It is possible, however, to encounter neutral air in the vertical plane as is very often the case in early mornings or evenings.

"To complicate matters, we also have varying densities of air, for instance, I have observed Nordics flying in light drizzle, in dead conditions scoring three minutes from every launch, this was over wet heath land. On other occasions, the same models in the same trim, flown over the same ground have only managed 2.40 - 2.45 their normal still air time. Further, on dry calm summer evenings these models will only stay in the air for 2.30 - 2.35.

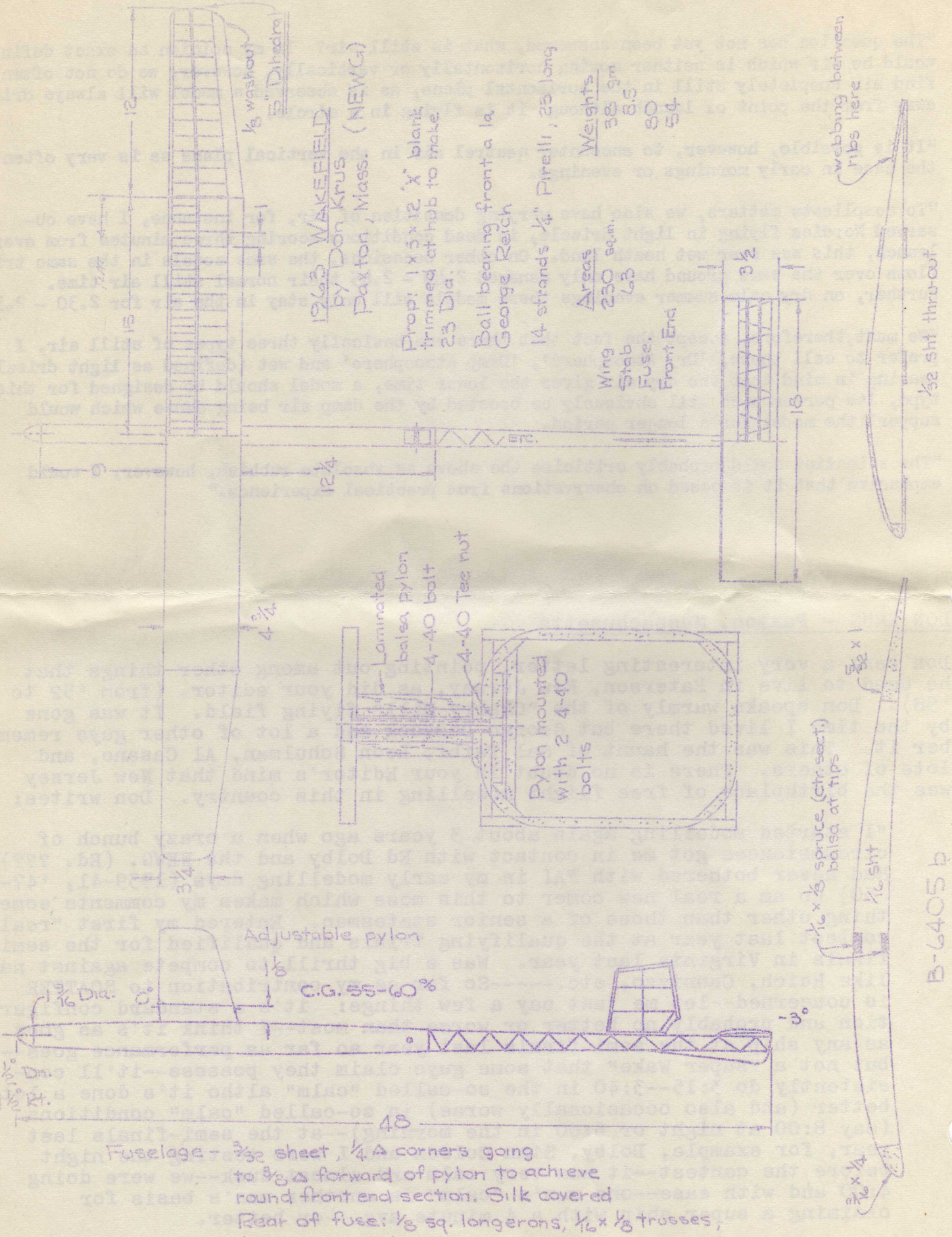
"We must,therefore, accept the fact that there are basically three types of still air, I prefer to call these, 'Dry Atmosphere', 'Damp Atmosphere' and wet (defined as light drizzle). Bearing in mind that the dry air gives the lower time, a model should be designed for this type, its performance will obviously be boosted by the damp air being dense which would support the model for a longer period.

"The scientist could probably criticise the above as absolute rubbish, however, I would emphasize that it is based on observations from practical experience."

DON KRUS - Paxton, Massachusetts

Don sent a very interesting letter, pointing out among other things that he used to live in Paterson, New Jersey, as did your editor. (from '52 to '58). Don speaks warmly of the "Cherry Hill" flying field. It was gone by the time I lived there but George DeBlock and a lot of other guys remember it. This was the haunt of Sal Taibi, Leon Schulman, Al Casano, and lots of others. There is no doubt in your Editor's mind that New Jersey was the birthplace of free flight modelling in this country. Don writes:

> "I started modelling again about 3 years ago when a crazy bunch of circumstances got me in contact with Ed Dolby and the NEWG. (Ed. ???) Had never bothered with FAI in my early modelling days (1939-41, '47-'50) so am a real new comer to this mess which makes my comments something other than those of a senior statesman. Entered my first "real" contest last year at the qualifying trials and qualified for the semi-finals in Virginia last year. Was a big thrill to compete against names like Reich, Cannizzo, etc.-----So far as my contribution to SCATTER is concerned--let me just say a few things: it's a standard configuration and probably no better or worse than most--I think it's as good as any ship at the semi-finals last year so far as performance goes--but not a "super Wake" that some guys claim they possess--it'll consistently do 3:15--3:40 in the so-called "calm" altho it's done a lot better (and also occasionally worse) in so-called "calm" conditions (say 8:00 at night or 6:00 in the morning)--at the semi-finals last year, for example, Dolby, Stan Colson and I were testing the night before the contest--it was very calm and almost dusk--we were doing 4:00 and with ease--one man's "calm" is another man's basis for claiming a super ship with a 4 minute avg.--or better.



Fuselage - 3/32 sheet, 1/4 Δ corners going to 3/8 Δ forward of pylon to achieve round front end section. Silk covered
Rear of fuse: 1/8 sq. longerons, 1/16 x 1/8 trusses, tissue covered.

The adjustable pylon has proved handy in making changes due to my incessant messing around with different wing sections and areas--the ship has flown with a variety of sections (Sammann-Bussard, B6405 Dolby's, NACA 4407.5, etc.) and doesn't seem to much different with any contrary to theoretical expectation. the B6405 seems best in windy weather. It's remarkably stable--I've shifted wings and tails and front ends ad nauseum with very little trim changes required--have flown the same configuration with short runs (29 seconds on 16 strands of Pirelli 20" long broken in.) as well as longer runs. For me the preference is 42-45 seconds. Can be achieved with a variety of prop-motor combinations including the one shown. Have flown with under-cambered and flat tail sections including Ritz's wierdy. This one usually requires additional decalage but makes little difference in performance, either wind or calm.

Also have box versions--they're as good (and lighter) than the oval-circular fuselage shown--only reason for the oval-circular is esthetic--I like the looks better. Same goes for the ball bearing front end. I hate soldering music wire and find Reich's type easier for me on my lathe. It's a very smooth running outfit but I don't think it increases efficiency over a well made wire hub. Weight comes out right so that nose ballast is not needed.

Best place to play with this design, I feel, is in the prop--motor combination (what with the change in rubber each year and the fact that two motors of the same length, but differing in # of strands and/or width, don't necessarily have the same characteristics, this becomes a yearly job. Have tried up to 28" prop on this thing and had one beautiful combination which gave me a near vertical climb for quite some height. Only trouble was prop folding. When you have that slip-off the prop stop and get a few fast turns after prop has folded, 28" prop blades just have no place to go with that wing leading edge only 9-10" back. Also needed top motors for performance, a little bit of "poop" and you mushed around going nowhere. (Ed: A "Montreal stop" will eliminate those folding problems.) I'm going toward less diameter and more pitch these days, they seem to be more forgiving for the motor without that little zing."

x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x
x x
x Next Month: Jim Scarborough's new Nordic! x
x Something from Holland and last, but not least, x
x an article by Fred Pearce on rubber energy x
x storage tests. Don't miss this one! (Let's x
x hope we can get it out.) x
x x
x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x

Anyone seen George Benedek lately?

PROCESSING VOUCHER---FAI FREE FLIGHT

To be filled and signed in Duplicate for each Airplane

NORDIC	
WAKE.	
POWER	

Name _____ AMA No. _____ Age Class _____

Street _____ City _____ State _____

	Projected Area	Span	Root Chord	Type of Tip	Color
WING					
STAB					
	Total Projected Area			Fuselage	

$1.00 Vol. Fee*	
Yes	
No	

Airplane Name or No. _____ Eng. Displ. _____ Req. Wt. _____

I certify that the model described here has been processed and confirms to the current FAI Model Specifications and that the information listed is correct.

Signed _____ AMA C.D. No. _____ Date _____

DIRECTIONS: Have an AMA Contest Director check your airplane. He shall certify by his signature, that the description and measurements are correct, and that the builder's AMA numbers are affixed to the wing, stabilizer and fuselage. Use reverse side for sketches and calculations. Send duplicate to your Zone FAI Committee Member. Keep your copy for presentation at FAI Team Selection Trials and Semi-Finals. Airplane will be weighted at the contest. *Voluntary fee goes to FAI FF Fund.

PROCESSING VOUCHER---FAI FREE FLIGHT

To be filled and signed in Duplicate for each Airplane

NORDIC	
WAKE.	
POWER	

Name _____ AMA No. _____ Age Class _____

Street _____ City _____ State _____

	Projected Area	Span	Root Chord	Type of Tip	Color
WING					
STAB					
	Total Projected Area			Fuselage	

$1.00 Vol. Fee*	
Yes	
No	

Airplane Name or No. _____ Eng. Displ. _____ Req. Wt. _____

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Final team selection same year as finals

EXCERPTS FROM LETTERS OF THOSE WHO EXPRESSED OPINIONS ON THIS PARTICULAR SUBJECT.

Ritz
Oct. 29, '63 "keep in mind that selecting the team a year ahead worked out very poorly in the final results."

Kozak
Jan. 1, 64 "The boys in the Cleveland area are really concerned when the semi-finals should be held. It's obvious that with the teams picked one year in advance all that is really gained is the opportunity of the team members to spend one full year in screwing around and going over there with models and attitudes that are no where near the peaks they had reached at the Semi's."

Kozak
Jan.5, 64 "Everyone agrees that we should pick the teams in the year they compete."

Kozak
Jan.6, 64 "The boys in the Cleveland area and I think we are probably most sincere in attempting to pick the best teams, want the Semi-finals to be held next year, 1965."--"A one year lay over has produced a group of stale fliers. We feel this is the key to good teams."

Ritz
Jan.9, 64 "I consider choosing the teams a year ahead as being the worst mistake made during my tenure as chairman. On the other hand, I consider the team picked in 1960 (FAI power) as being the best team selection we ever had. This team was picked by the double selection method as you may remember. Semi's held in both '59 and '60 with the winners of each years Semis in a flyoff. This was terrific. Had a lot of comments from all areas that they thought the absolutely best man had made the team in their area! This has never happened before or since."--"If we want to get back in the running at the World Champs (and this is an absolute must) don't--I repeat, don't let anybody talk you into holding the Semis a year early, thereby letting the teams go stale."

Bill Bell
Jan.13, 64 "Team selection a year ahead--this is the best idea thats come out of the last ten years changing Yes pick the team a year ahead. This allows the team to try different approaches to the European weather and time to get fully stocked with good models. The team was not stale."

Galbreath
1/15/64 I do not feel myself that I go stale in the 11 months after the semis and before the WC. This period of time gave me a welcome opportunity to practice in our winter air and spring air more similar to the air we encountered in Europe. I feel that I was able to improve my technique in an orderly fashion and without the pressure of having to make it right the first time. In other words, time to experiment.

Then there is the matter of making arrangements for time off from your work, getting the required shots, passport, and necessary cash scraped together to make the trip. All that plus getting a shipping crate built for the models and so on. Three or four months is not enough time to do all the things that will be necessary. Not to mention the

travel and money and time off to go to the qualifications and semis to boot. My vote on this all-in-same year crap in no."

Sal Cannizzo 1/14/64 — "I believe that picking the teams a year before is a good thing."--"Maybe if future teams could arrange to get together before the finals it would help. Many foreign teams do this but our problem is the size of the country."

George Reich 1/15/64 — "Bill, there has been some doubt in my mind for some time as to the merits of team selection a year prior to the finals. It is true that under the present system the team members have more time to prepare for the finals. If the teams, however, were chosen the same year as the finals would not these same team members and everyone else competing have the same amount of time to improve themselves? Choosing our teams a year ahead of time really amounts to having teams one year stale, as we are not choosing from the current talent available. If you talk to past team members who were chosen a year ahead of time, I think you will find that they almost invariably have altered or build completely new models in an effort to incorporate new ideas and current advances. This is, of course, is only normal as they feel obligated (and rightly so) to make as good a showing as possible at the finals. But my contention is that this work should be done not after becoming team members but before.

I believe team members in the past have too often flown new models in the world finals that were not really seasoned performers. In fact, some have actually been flown competitively in the finals for the first time."

Joe Bilgri(For the Oakland Cloud Dusters). 1/18/64 — "Two years ago it was felt that by selecting a team a year in advance would give the team members plenty of time to develop, build and adjust a good set of models and while a few probably did the team showing as a whole was about the worst ever made and we feel that while the team member probably built new models and probably test flew them, they did very little competitive flying because what was the use for they already had won their spot on the team and I think that most of us know that there is no substitute for competition. In view of this we feel that the Semis should be held as outlined in "plan F" but instead of picking the winner at that time, eliminate all but the top three or five but regardless of the figure we feel that it should be more than two for one could drop out, and have a flyoff between them the following spring or from 4 to 6 weeks before the finals. This way it is felt that the eventual winner will not only be trying harder but he should have better adjusted models.

We realize that there is a time problem but in past years we tried to crowd a whole set of elims in the few months prior to the finals which made a tight schedule but there should be time for one final flyoff".

Lyle Elyea 1/15/64 — "Plan F is very similar to what the majority opinion of the I.M.A.C. is with one major difference and one minor. Major difference is semi-finals on Labor Day weekend 1964.

We feel that the actual semi-final (team selection) should be held in the summer of 1965 possibly late May (Memorial day weekend) or around the 4th of July. (Qualifying trials in 1964 in fine).

Our reasoning for the actual team selection being held in 1965 just prior to going overseas is to assure that the team is sharpened by competition.

The problem with selecting a team a year ahead of time is that from approximately October to going overseas in August there haven't been any FAI competition in the Mid-west (looking at contest schedules in "Model Aviation" your West Coast area is the only one that offers a person competition during this period.)"

Jim Eberts (Canton Model Society) 1/17/64 "We would like to see the semi-finals held the same year as the World Championship. This would stop out team from coming up with the exotics and non-tested (in competition) models at the World Championships."

Larry Conover 1/18/64 "Enclosed is my suggestion for a method. It is based on things we learned from previous programs and heated discussions of same.

(1) Three local trials held May, June, July, 1964. Five rounds, events flown concurrently. Qualify top 25% or 28:00 totals from any (best) two trials. Flyoff times not counted.

(2) Each zone has a semi-finals on Labor day weekend 1964. Ten 2-1/2 hr. rounds, events flown concurrently. Qualify top seven men in each event for Master finals.

(3) Master finals to be held in June 1965. Same rules as semi-finals.

This is quite similar to your plan F, but in addition gives the program continuity right up to World Championships time. --"Reason for master-finals: Competitive edge kept sharp only by constant competition. You do get stale (except SCAT club) when not forced to keep at it. For example: One year layover between 64 semi-finals and 65 World Championships. Where do you go for the quality of competition found at a semi-finals, during that period? By making final choice in June 65 you keep 63 top flyers on the ball. You keep FAI interest at a high pitch and provide plenty of publicity material for the program. You allow the boys time to build new ships (if desired) based on experience gained at the 64 semi-finals (extremely important). In addition there is enough time for winners (team members) to plan vacations and other trip details. Those men competing in master-finals will be planning ahead a whole year."

Hank Cole 1/19/64 "Manny (Andrade) had a suggestion which sounded pretty good. He felt that one of the troubles with plan F is that most of the guys tend to goof off after they've made the team. He suggested that we ought to have a double semi-finals. Step 8 could eliminate all but the top 5. These 5 would then fly-off for the marbles in the spring. This would insure that the guys would keep working."

Joe Bilgri 1/22/64 — "The 1/4 finals in '64 and the fly-off in 65--seems to be a good approach for I feel that after the showing of last year's teams we should try a new method in selecting a team. For a long time I've been for the idea of having a competitor having to use two models in a fly-off and maybe some day they can be required to have three models especially for a spring fly-off."

Bill Bell 1/24/64 — "Semis in '65--No Sir! Unless we can swing a central spot for the 1/4 finalists from all 6 areas to compete at once. Bill--this doesn't leave enough time before the World Champs" --"Let's convert step 4 to a central fly-off in any case. I would prefer '64 but I'll go along with 1965".

George Reich 1/25/64 — "In my remarks about choosing the teams a year ahead I certainly didn't mean to imply that there was anything wrong with the '63 teams. I was merely generalizing and by "stale" I meant no reference to the team members themselves but rather that the team was simply a one year old team by virtue of being selected a year ahead.

Ed Hopper 1/29/64 — (Baltimore Aero Craftsmen) Against having semi-finals in 1965. Not enough time to build airplanes for different conditions in Europe.

John Gard 1/31/64 — "I particularly like the idea of the quarter finals with the semi-finals next June. This permits FAI flying each year for those able to pass the quarter finals."

WE THINK THE 1964/1965 TEAM PLAN WILL DO WHAT THE MAJORITY OF YOU WANT IT TO DO.

YOUR LETTERS HAVE MADE THE JOB A WHOLE LOT EASIER.

F/F ICC

1/29/64

INTERNATIONAL

COMPETITION NEWS

1964-1965 FREE FLIGHT

TEAMS SELECTION

by Bill Hartill, F/F ICC Chairman

First off, let's get to first things first. There have been no changes in model specifications. This is good news to just about all of us, we think, so don't hold back on that building program. Of course this news was already reported in the January "Model Aviation", just thought we would remind you.

The report on the December 1963 FAI meeting also pointed out that several recommendations were made for the conduct of future F/F World Championship meets.

a.) There will be a clearly defined takeoff area, restricted to contestants, helpers, team manager, time-keepers and officials.

b.) Enough time must be reserved through use of early daylight hours to permit fly-offs under favorable conditions.

c.) To assure sufficient time-keepers and international representation of same, the host should make use of officials from other countries.

d.) Models should always be weighed prior to a contest flight, with sufficient weighing points available to minimize delays.

e.) The host should provide at least one practice day prior to World Championships competition.

With these refinements of contest procedure adopted and stabilization of the model specifications, the 1965 World Championships promises to be the best ever. Location has not been settled yet but possibilities mentioned are England and Finland.

The President of the Academy of Model Aeronautics has directed that teams be selected to represent the U.S.A. in these F.A.I. World Championships. The events of course are:

Wakefield rubber
Nordic A-2 glider
FAI power

The rules and specifications for these three events can be found on pages 50 through 52 in the 1964 AMA Official Model Aircraft Regulations book. For those who would like to read the FAI fine print you can obtain the FAI Sporting Code and Regulations from AMA headquarters for $. As the AMA is reminded again and again, no rules book is perfect. Therefore, it is conceivable that the AMA and FAI versions of the same rule might be difficult to interpret. It would seem logical then for the purpose of team selection that both rules books be followed and in cases of ambiguity or omission that the FAI version or intent be dominant.

While we are on rules let us stress now that all team trials, semi-finals, etc., will be conducted within the AMA CD system, complete with sanctions for all flying. Sanctions will be processed through the local contest coordinators. Approval for sites will be given by the ICC.

Free Flight Committee

Under the current workings of the AMA and its affiliation with the FAI through the NAA, the AMA President (John Worth) is responsible for selection U.S.A. teams for World Championships competition. Conceivably this could be done directly by presidential appointment. Since the President wields this authority and responsibility, it is obvious then that team selection is done at the discretion of the Presidential Office. This means that team selection, transportation, team management, team discipline, etc., is either directly or indirectly controlled by the Presidential Office. The International Competition Committee (ICC) was introduced some years back as an extension of the authority of the President to select team members and handle all of the many details. The Chairman of the Committee is appointed by the President for an indefinite term to assist him in this task. The Chairman in turn selects and appoints committee members who help administer the program and advise the Chairman. The President has directed that the committee members be polled on questions and procedures of major importance and the results thoroughly discussed in "Model Aviation". Also, the President desires that the ICC promotes all aspects of the FAI F/F program in a manner of maximum benefit to all AMA members.

The F/F ICC now consists of the following members:

Bill Hartill	7513 Sausalito Avenue Canoga Park, California	Chairman
Bill Bell	P.O. Box 381 Delray Beach, Florida	Eastern Zone
Stan Chilton	446 Ida Wichita, Kansas	Central Zone
Jim Patterson	7932 Brimfield, Apt. 2 Van Nuys, California	Western Zone

We see no point in belaboring the fact that there never seems to be enough time to make important decisions and communicate with the AMA membership. If this job were easy, we wouldn't need a committee and we would all have more building time. On the other hand, your committee consists of volunteers who feel that they have something to contribute. Your committee wants to do this work because they think they can do it right.

1964-1965 F/F Team Selection

It seems that a universally acceptable team selection plan is just about universally impossible. Thumbing through back issues of "Model Aviation" shows that all sorts of schemes have been proposed and many have been tried. This backlog of experience has alternately confused and helped us in considering future plans. Your Chairman's first step therefore was to write to as many FAI fans in as many parts of the country as possible. Part of this job of communication was done by means of an "FAI Free Flight Committee News" sent to about 300 active FAI F/F flyers. Cost of mailing was contributed by the Southern California Aero Team. Ordinarily such communication would be done by the committee members

on a zone basis with results appearing in "Model Aviation". The tight time schedule however required more direct action.

It now appears that this extra effort has paid off. Many ideas have been discussed and possible compromises explored. During the period December 28 (Chairman appointed) to January 28 (press time) replies were received as follows:

24 Letters from Eastern zone

30 Letters from Central zone

22 Letters from Western zone

It would be too lengthy here to list the details of each suggestion offered. It would also be unfair to lump all the opinions into so many votes for this or that plan because of the different shading of opinions. Instead let's go directly to the final result which has been approved by the ICC and has the popular support of the large number of FAI flyers who expressed opinions.

1964-65 FAI F/F Team Selection Plan

A. Qualifying Trials

(1) Three qualifying trials will be held in selected localities on the following dates*:

June 14, 1964
July 12, 1964
August 16, 1964

(2) Contestants may enter any or all of the three trials.

(3) Contestant scores will be based on the cumulative flight time of the two best trials entered. (Fly-off times over 15 minutes not counted.)

(4) Qualifiers will be those contestants with a cumulative score in two trials which is in the top 25%** of all those entered in his event at his local trials series. (For percentage determination, a contestant will be counted once whether he enters one, two, or three trials.)

(5) Qualifiers will also be those who attain a two trials total score of the following:

25 minutes Wakefield
25 minutes FAI Power
23 minutes Nordic A-2

(6) Contestants will be permitted to switch from one locality to another but cannot compete in more than three. Contestants who switch will only be permitted to qualify by step (5) (flight time).

(7) Each qualifying trial will be held on one day with 5 flights per event conducted concurrently. Flights will be made in rounds 2 hours long with start at 7:00 AM. Shortening of rounds will be permissible with consent of all contestants.

* One rain date per trial will be permitted and should normally be the following weekend. In view of the rather lenient qualifying requirements, C.D.'s will revert to the rain date only underppressure of the most oppressive circumstances.

**Percentage breakdown per event will be as follows:

No. of Entries	Qualified by %
1	0
2	0
3	1
4	1
5	2
6	2
7	2
8	2
9	3
10	3
11	3
12	3

Advance one man for next 4 entries and so-on.

B. Quarter Finals

(1) Quarter Finals will be held on Labor Day Weekend, September 5, 6 and 7, 1964.

(2) Contestants will be those flyers who have qualified in the Qualifying Trials.

(3) A minimum number of ten flights per event will be flown in rounds.

(4) Contestant scores will be their quarter finals flight time, including fly-off times.

(5) Qualifiers will be those 6 in each zone in each event with the highest scores.

(6) It has been proposed by some that two Quarter Finals be held in each zone on the same dates rather than one and qualifiers would be those 3 in each semi-zone with the highest score. This could reduce travel distance for many, and reduce congestion. On the other hand, twice as many sites and eager CD's would have to be found, and the artificial geographic restrictions of the zone system would be increased. This alternate plan is under consideration. The final version will be outlined in following issues of "Model Aviation".

(7) Qualifiers must agree to the terms of participation in the Semi-finals.*** Failure to do so will permit the next in line to qualify.

***Terms of participation will include:

a) Number of models presented for flying.
b) Pledge of cooperation in conducting team planning and strategy.
c) Acceptance of authority of the AMA in placing future restrictions on individual participation in the team selection program.
d) Restrictions would be recommended by the F/F ICC in cases of flagrant abuses of participant privileges and responsibilities.

C. Semi-Finals

(1) Semi-finals will be held on Veterans Day weekend, May 30, 1965.

(2) There will be one Semi-final in each of the 3 zones; East, Central and West.

(3) One team member in each event will be selected in each zone.

(4) Precise details of the Semi-finals, such as number of days, number of rounds, length of rounds, etc., remain to be worked out and will be publicized in following issues of "Model Aviation".

Many have expressed the desirability of holding the final team selection trials in a single location. The overwhelming majority agree that this would be an ideal situation. The usual reasons given for not returning to this system (used for some of our early Wakefield teams), however, are that:

1) It is difficult or impossible to get the time to attend.
2) The expense of travel is too great.
3) Conditions at a central fly-off are not suitable.

All of these reasons have been contested by a considerable number of FAI flyers. They point to the experiences of the R.C. and Indoor team selections at the Nationals. The answers to the above arguments are generally as follows:

1) If a participant is willing to spend several weeks as a team member, he should be willing to find the time to compete for the position. If a participant is perpetually unable to find flying time, he will be unprepared for team membership.

2) To some, travel expense is an insurmountable limitation. The only all inclusive solution would be to obtain sponsorship. This is certainly a possibility and should be actively sought. For others, the expense involved is relative and can only be judged by the individual.

3) Unsuitable conditions at a central fly-off are allegedly associated with the Nationals. If this is so, it is a problem of our own doing and it should be possible for us to correct the conditions. If not, it would still be possible to separate the fly-off from the Nationals.

These ideas are displayed here to elicit your thoughts and comments so that the F/F ICC can further develop strong U.S.A. representation in International competition, and to actively promote this activity for the maximum benefit of all AMA members.

Future Plans

It is not too early to think about the 1967 World Championships. The F/F ICC already is developing plans and is questioning FAI flyers on how an even better program of team selection could be devised. Planning now for 1967 permits the use of all available time. One such plan under consideration is the following:

a) Qualifying trials held locally summer of 1965.
b) Quarter-Finals held in zones fall of 1965.
c) Central Semi-finals held in 1966 at Nationals or other central location for final team selection.

Suggestions and comments, anyone?

What Do We Do Now?

Get ready for your local qualifying trials this year, first one scheduled for June 14. If you can't make it, of course, you can drop it and hit the next two, July 12 and August 16. Remember, your qualification is based on the best of any 2 out of 3. Trials sites and Contest Directors will be announced next month. Make sure you have a 1964 AMA license and an FAI sticker.

One of the usual headaches of running FAI F/F contests is that the models must be checked. Quite often there is insufficient time or qualified processors to carefully measure the models before the flying is scheduled to start. The F/F ICC has prepared an "FAI F/F Processing Voucher" which we feel will do a lot toward easing those "first round pains" that conscientious CD's frequently suffer. The voucher may be obtained from AMA headquarters, any of the F/F ICC members and any of the trials CD's. Fill out the voucher in duplicate (there are two on a sheet, tear them in half) describing the model as directed on the form. Then have an AMA Contest Director verify that the information is correct by his signature on both copies. Send one copy to your zone F/F ICC member. He will keep them on file and they will be available for checking. The other copy will be kept by the builder of the model and he will present it at the trials, Quarter and Semi-Finals so that the CD's can speedily check him in.

The use of the voucher is strictly voluntary. The cost of printing them has been donated by the Southern California Aero Team. The SCAT club has suggested that a voluntary contribution of $1.00 with each voucher submitted for recording would be a fine way to bolster the FAI F/F fund. This would also encourage CD's to volunteer their time in checking models and filling out these forms. The voucher is not intended to serve as a contest entry form. It is a model specification certificate (one per model). A sample copy is shown here.