(39)

March, 1965

President : Bob Wiehle
Editor : Bill Hartill, 7513 Sausalito Ave. Canoga Park, California
Subscription Manager: Bob Wiehle, 7939 Wish Ave. Van Nuys, California

Subscriptions : $2.00 per year (12 issues)

San Diego Orbiteers All FAI Contest March 21

One of the best contests that it has been our pleasure to attend was held recently by the Orbiteers at Lake Elsinore (Calif.) Russ Seley has provided a good report of the meet in the Orbiteers Newsletter. Which by the way, is a very good paper (3821 Paducah Drive, San Diego, Calif.) We will not try to cover the results here. There are a few colorful scenes that remain in our thoughts though.

Elsinore is a dried up lake but currently one end is being filled. Still there is plenty of room and it is flat. Air currents are quite unpredictable and become violent up, down North, South, East and West. Wind direction often changes 180 degrees while towing a Nordic. Quite disconcerting. Chasing is easy though and the Hondas and Mini-Bikes come in handy.

During one round Russell Hartill and the Editor, Mimi-Bike it after Dad's Nordic. End up in one corner of a horse corral with 3 airplanes and Bob and Bryan Van Nest on their Honda. Couldn't carry all the air planes back on the bikes so I stayed with them while Bob went back after a car. While waiting I sat on top of the fence to look for the car. While occupied thus, one of the horses started to nibble my sneaker.

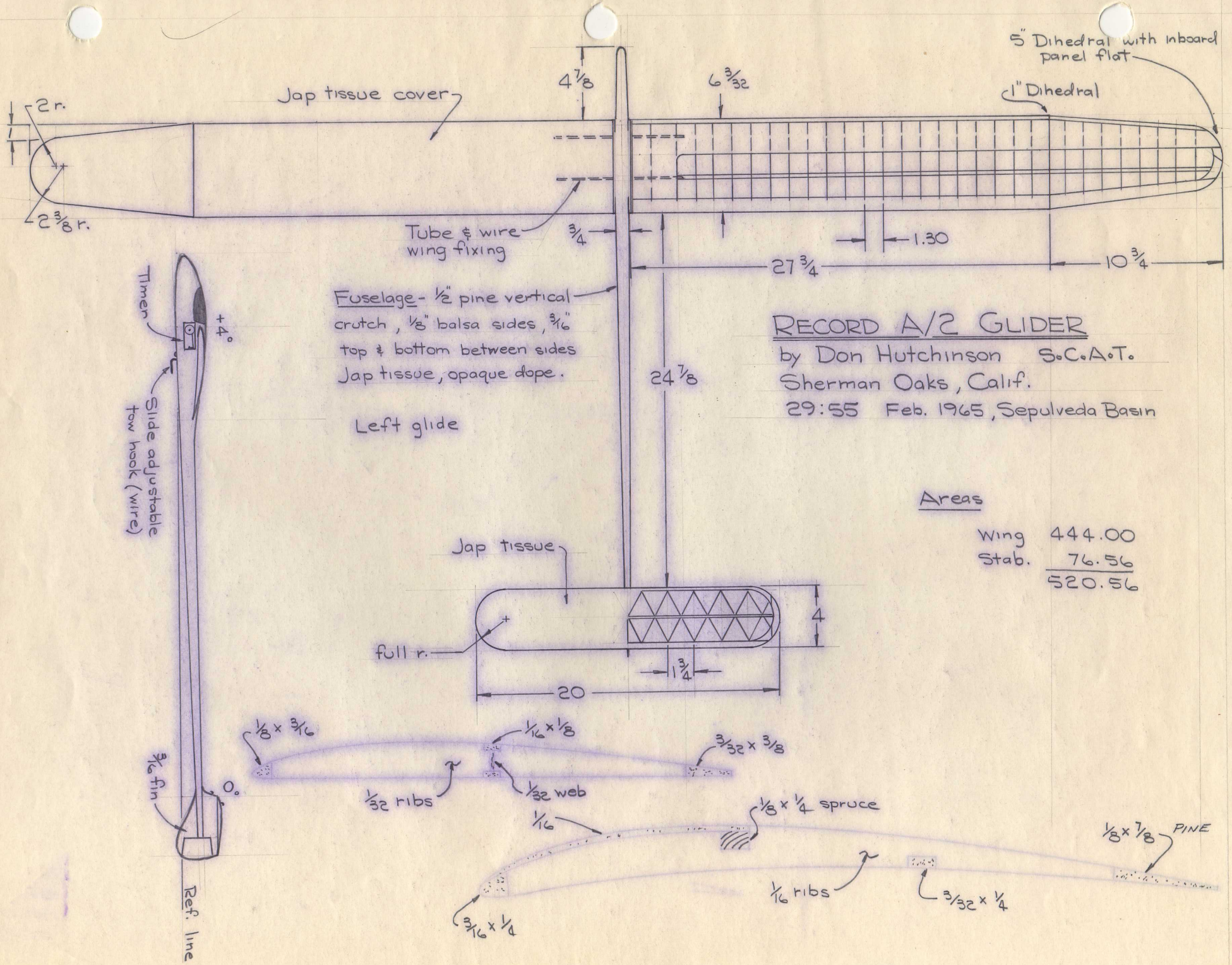
Finally Wiehle shows up with his station wagon but he is shouting incoherently. Eventually there are two cars, one Honda and a Mini-Bike in the road blocking traffic while everybody is shouting back and forth about lost airplanes, who should go where etc. Wiehle had to go home for a bowling tournament and his power job was lost. Eventually we got straightened out and roared off in different directions.

Wiehle had recently repaired some damage on the ship and had not added his name and address!! As we found out later, a woman Dam tender found the ship, took it home and called the Sheriff. The deputy (Deputy Fife type) notified a local hobby shop. A week later A Al Vela happened to visit the shop and heard the story of the lost airplane. And so eventually Bob got it back, but that was the hard way.

'T'- Bird Nordic by Don Hutchinson - "SCAT"

Don has a fine A-2 here in spite of his following depreciating patter. Besides now holding the U.S.A. record (as defined in some incomprehensible way by AMA Hdq.) Don was high A-2 man in the 1964 Giant International Postal Contest.(more on this further on) Don writes as fol follows:

> "The 'T' Bird is my version of an A/2 nordic scientifically designed to the latest concepts in aeronautical engineering. After much deliberation it was finally decided that this hereto fore highly secretive design processs should be shared with the rest of the of the aeromodelling world so all you readers of Scatter will now be let in on the 'engineered approach' to Nordic glider design.
>
> In the early months of 1964 I felt I needed a new A/2 with which to compete in the FAI Team selection trials. The drafting table was dusted off, the shelf paper taped down and the design process begun. Next came the scientific part. Alongside the drafting table is a nice comfy sofa where I promptly assumed a comfortable position and researched all of Frank Zaic's recent Yearbooks until I found just the right design to plagerize! The plans for the model were then drawn up and construction began.
>
> In case you are startin to wonder why after all this scientific research the 'T' Bird is not representing the U.S.A. in Finland this year, here is the answer. I was unable to compete in the '64 elims due to a three month trip to "Disneyland East"as a team member in a "Rocketry" event. However, please notice the resemblance of Norm Ingersoll's fine gliders to this one.
>
> Construction of the model was completed in the fall of '64 and preliminary test flights showed the model to be a real loser. Later testing seemed to bring the model around and performance was about par with other nordics flown in this area.
>
> The first competition for 'T' Bird was at Sepulveda Basin


2 r.
2 3/8 r.
Jap tissue cover
4 7/8
6 3/32
5" Dihedral with inboard panel flat
1" Dihedral
Tube & wire wing fixing
3/4
1.30
27 3/4
10 3/4
Fuselage - 1/2" pine vertical crutch, 1/8" balsa sides, 3/16" top & bottom between sides
Jap tissue, opaque dope.
Left glide
24 7/8
RECORD A/2 GLIDER
by Don Hutchinson S.C.A.T.
Sherman Oaks, Calif.
29:55 Feb. 1965, Sepulveda Basin
Areas
Wing 444.00
Stab. 76.56
520.56
Timer
+4°
Slide adjustable tow hook (wire)
Jap tissue
full r.
4
1 3/4
20
1/8 x 3/16
1/16 x 1/8
3/32 x 3/8
1/32 ribs
1/32 web
3/16 fin
0°
1/16
1/8 x 1/4 spruce
1/8 x 1/8 PINE
1/16 ribs
3/32 x 1/4
3/16 x 1/4
Ref. line

on Jan.29 and five maxes were scored. A fly-off using the new FAI one minute increments began and a total time of 29: 55 was finally recorded. Since it was the first of the year and much confusion about AMA records existed a record was applied for and subsequently approved so 'T' Bird is the current A/2 record holder.

At this point I must say this. Don't depend on science alone to come up with a world beater, asaat a subsequent contest the model was timed from 164 feet to the ground in 35 seconds which proves"It don't mean a thing if you don't pull the string" -into a thermal each time!!"

Giant International Postal Contest (G.I.P.C.) 25 October 1964

Mike Woodhouse of the Norwich Model Aero Club, England, has been organizing an annual Postal Contest that has been getting bigger and better. Mike has written up complete results with pictures of the Norwich teams.

Clubs and Countries Participating

1.	Modellflugjugend Munchen E.V.	Germany
2.	Flugsport Club Knittlingen	Germany
3.	Uppsala Flygklubb	Sweden
4.	Western Province Model Aircraft Club	South Africa
5.	Gentofte Modelflyveklubb - 116	Denmark
6.	Southern California Aero Team	U.S.A.
7.	Agrupacion Concepcion Aeromodelistas	Chile
8.	Montreal Model Flying Club	Canada
9.	V	
9.	Modellfluggruppe Innsbruck	Austria
10.	Vienna Model Aero Club	Austria
11.	Baerum Modellfly - Klubb	Norway
12.	Norwich Model Aero Club	England

As might be expected, weather conditions played a dominant role in the resulting scores. SCAT probably had the best while Christchurch, New Zealand was completely blown out.

The list of 80 or so contestants names is quite impressive and we at SCAT are pleased to compete with such a fine group. A contest of this sort helps all of us keep in touch and flavor our interest.

Team score was computed from the total of one flier each in A/2, Wake. and Power.

Some of the results were:

1. S.C.A.T. #2

A/2	Ross Steckel	822
Wake	Jim Patterson	899
Power	Bob Van Nest	878
		2599

2. S.C.A.T. #2

A/2	Don Hutchinson	867
Wake	Bill Hartill	753
Power	Bob Wiehle	748
		2368

3. Norwich # 1

A/2	Barry Halford	824
Wake	Mike Woodhouse	793
Power	Dave Oldfield	734
		2351

4. S.C.A.T. #3

A/2	Dick Gildersleeve	657
Wake	Bob Van Nest	744
Power	Craig Cusick	900 + 210 + 240
		2301

5. Knittingen #1

A/2	Rolf Knaub	588
Wake	Wolfgang Muhlendfordt	876
Power	Benno Schlosser	830
		2294

6. A.C.A. #1

A/2	Max Boccardo		721
Wake	Luis6Vasquez		781
Power	Luis Vasquez	q	784
			2286

Good show Mike, we will try to send a more complete report with pictures from the next bash.

Dan McDonald, 1965 U.S.A. Wakefield Team, Pennsylvania

Meet here a very fine Gentleman, Wakefield Flier, Dentist, Magician, Paratrooper, Pianist, Family head and Team Member. Dan is not one to let grass grow under his feet and he has been firing "toy airplanes" into the sky all over the eastern seaboard for quite a few years.

A few months back Dan took 2nd place at the Canton, Ohio Winter Contest in both Wakefield and A/2. (Jim Robinson, Power Team Member took 1st in Power.)

Some of the magazines have already published 3 views of Dan's Wakefield, scooping us, but this is only because your tired old editor just can't seem to get caught up. Anyway better late than never, direct from Dan's full size plans here is the "Hothead". Note that Dan wants Reich, Hatschek and Parmenter to share the 'blame' for the design.

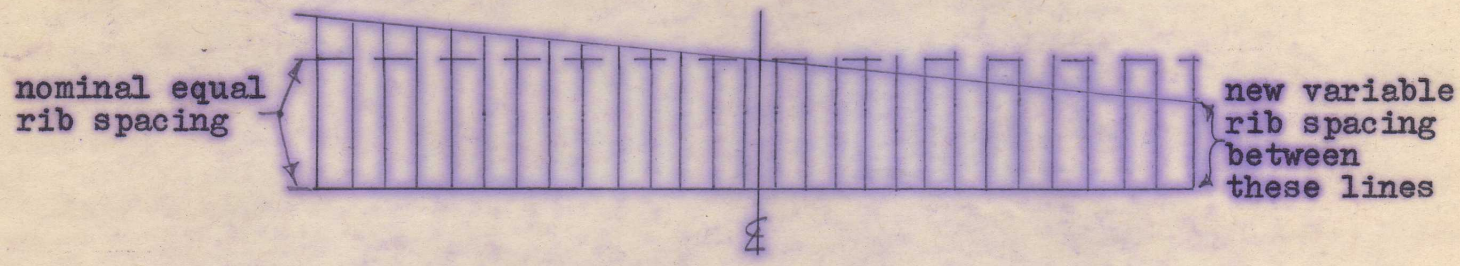
Variable Rib Spacing - Bill Bogart (Scatter)

Bill describes an idea for improving wing structural design:

> "Having seen the plans of Charlie Sotich's DART DIP, wherein he had variable rib spacing, I have been mulling this over in my mind ever since. It looks like a good idea structurally because the spars resist bending moment, and when their distance between ribs is decreased, their resistance to breaking increases. I'll bet there is some variation of spacing with span other than linear that is even more optimum, but dealing with multi spars and balsa wood is enough to drive structures engineers back to full scale aircraft. Until that time, I'll stick with the linear variation.
>
> I started fiddling with some numbers to see what was involved. I thought I could choose a semi-span length, root and tip spacing and determine the in-between spacing. However, it didn't always work. I then wrote an equation for the linear rib spacing and turned to my trusty digital computer and, lo and behold my graphic findings were substantiated. In order to have a linear variation, there would have to be unique relationships for root and tip spacing and semi-span. Deciding that root spacing and semi-span were the more important, tip spacing was iterated until things came out even."

Bill then went on to include tables for different spans and root to tip spacing ratios. If you would like a tabulation let us know. In the meantime here is a graphical short cut that your editor thinks might be easier to do.

First pick a nominal equal rib spacing such that the semi-span comes out to what you want. Then make the following construction:



The new variable rib spacings can be picked off the construction with dividers, and it should still add up to the same span.

1967 U.S.A. Team Selection Program

The March issue of "Model Aviation" carried a description of the new program. This program followed very closely the recommendations submitted by the previous committee chairman, and the Western Committee member Jim Patterson.

The whole thing was geared to a certain specified number of contestants selected by a nation wide percentage system from 5 or 6 quarter finals (uncommonly known as semi-finals) This percentage was based on the equation,

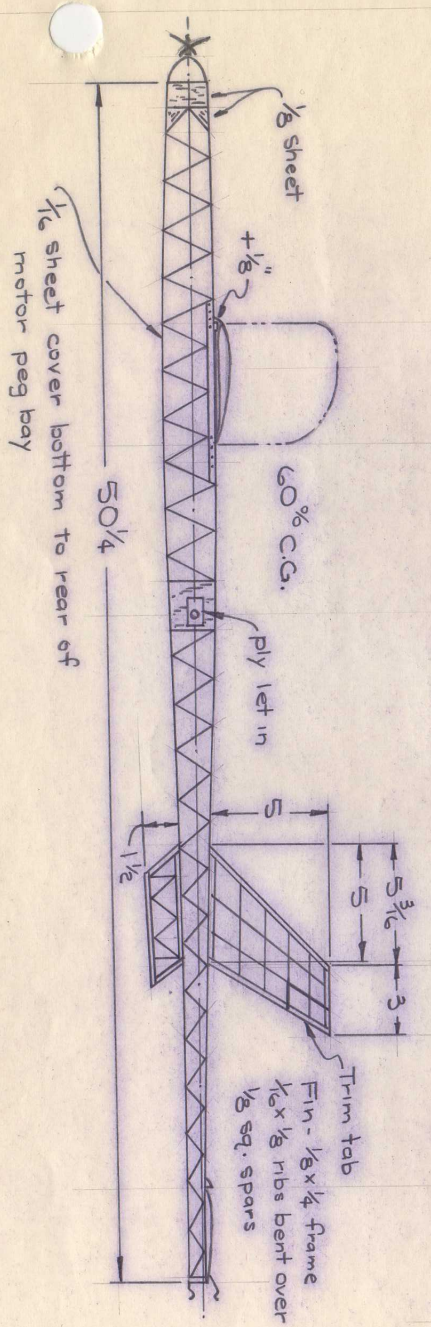
$$C = 12 \frac{Q1}{Qt}$$

Where:

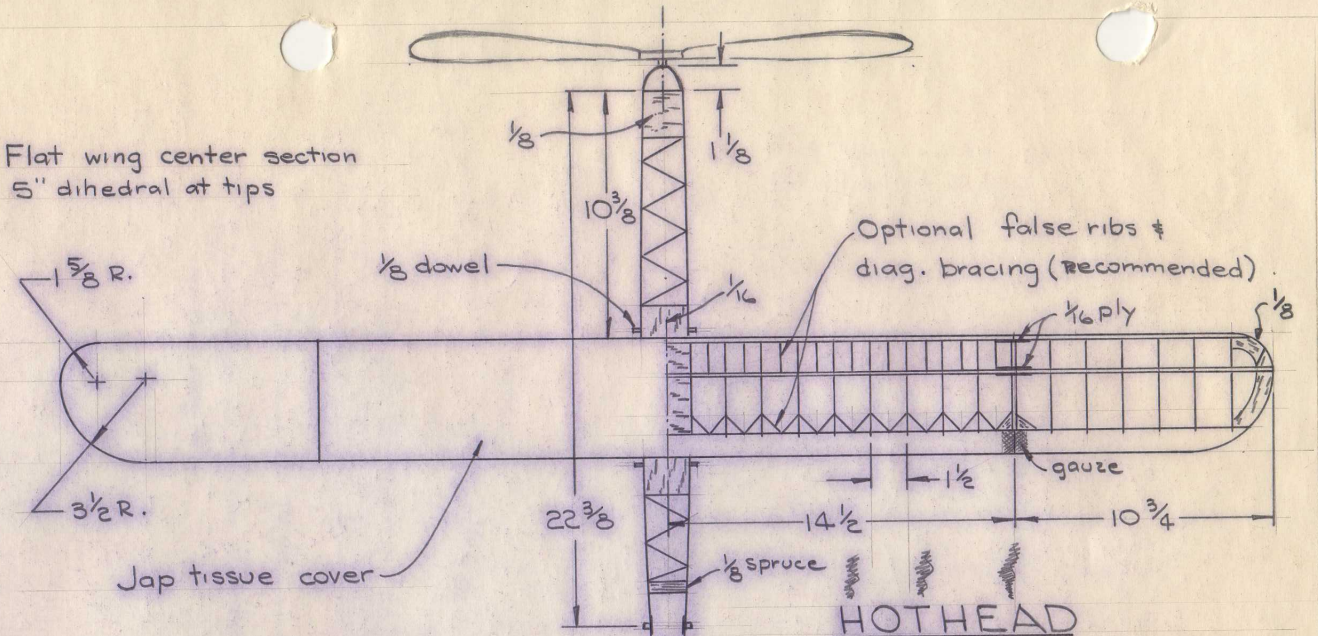
C = the number of contestants qualifying for the central fly-off from the quarter final site. (More than 0.5 advances the whole number, less than 0.5 does not.)

Q1 = The number of contestants making an official flight at the quarter final site

Qt = The total number of contestants making official flights at all the quaretr final sites.)



Flat wing center section
5" dihedral at tips



HOTHEAD

1965 EAST ZONE TEAM WAKEFIELD
by Dan McDonald

Fuselage

1/8 sq. longerons with 1/16 x 1/8 Warren truss (opposed) sides, top & bottom. Silk cover

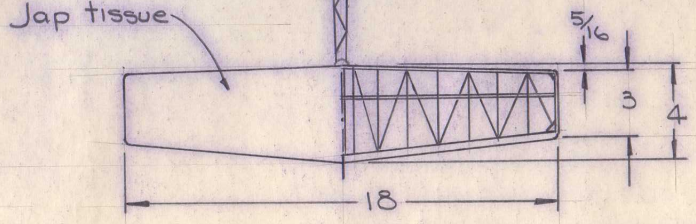
Right - Left flight pattern

Geo. Reich type prop & fuselage
Hatschek type wing
Parmenter - stab. constr.

Areas

Wing	232 sq. in.
Stab.	61
Total	293 sq. in.

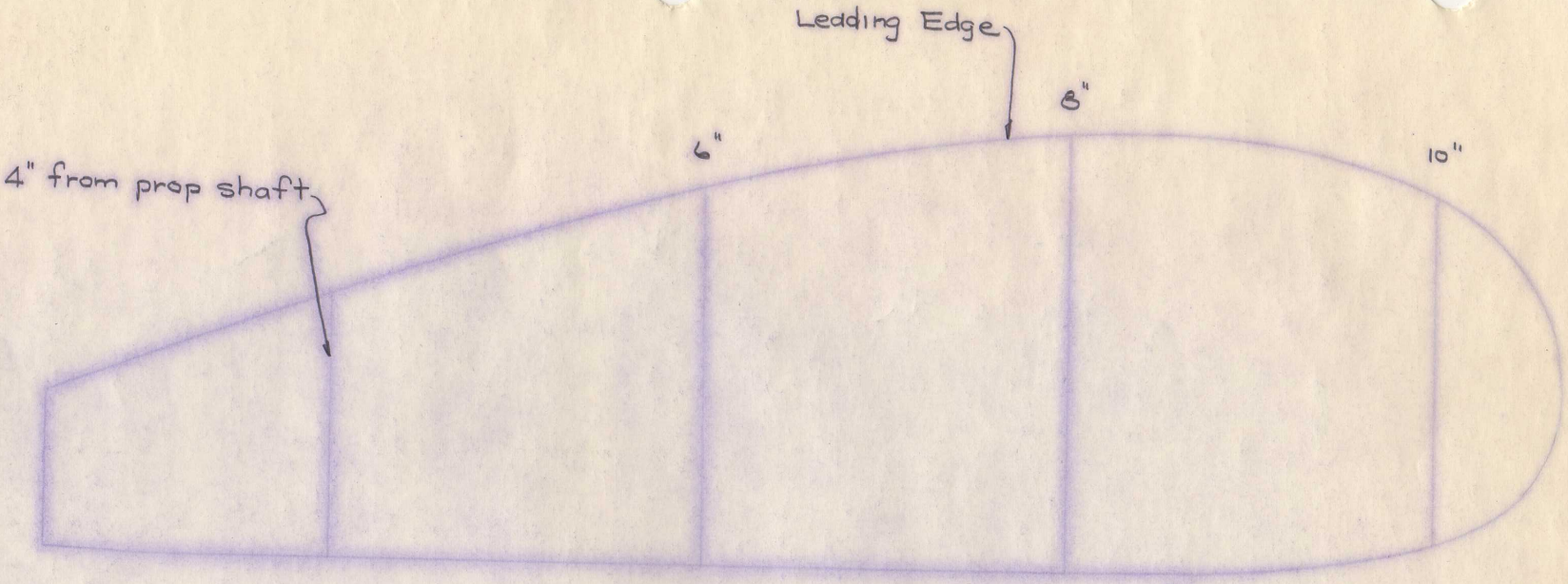
Power - 16 str. Pirelli



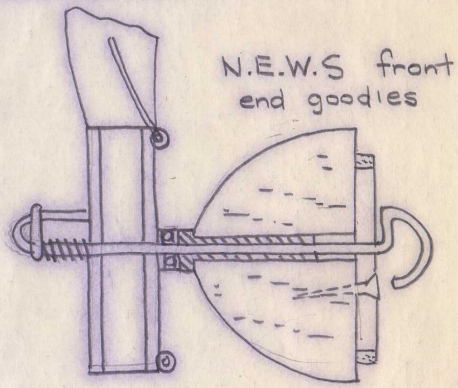
Drawn from full size plan
by Dan McDonald (who else)

Drawn at 1:00 A.M. - digging jazz on FM

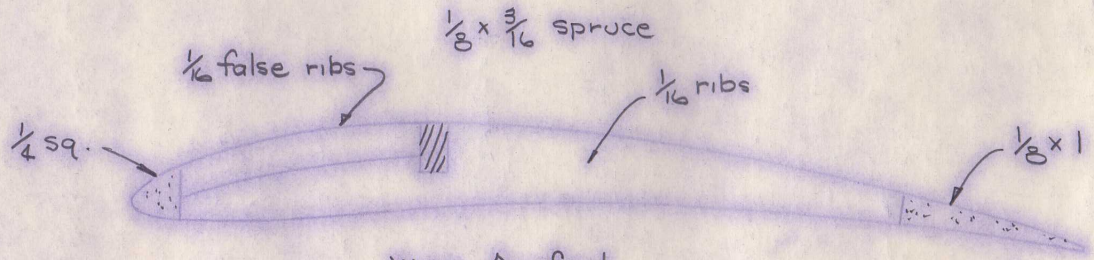
Cusick - Apr. '65 (also who else)



PROP TEMPLATE



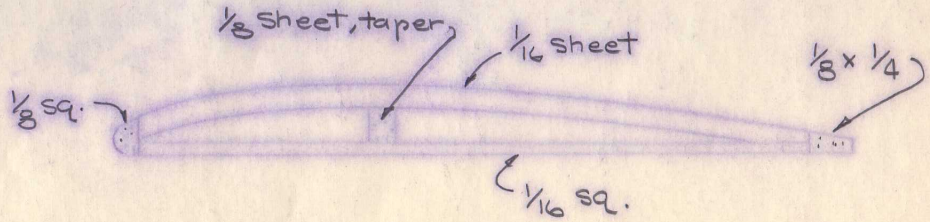
NOSEBLOCK Ass'y



Wing Airfoil

HOTHEAD
Wakefield

Sheet 2



Stab. Airfoil

This method was suggested since there are bound to be inequalities in the number of contestants attending the different quarter final sites. As an example: there would be more Wakefield flyers attending the Marysville contest than say the Pensacola contest and it would hardly be fair to take equal numbers from each site. The end result would be representation in proportion to interest. The number 12 appears in the equation since 12 plus 3 from the 1965 team equals 15 (for each event) which seems to be about the right number of contestants to make a good healthy manageable contest.

There was also a good chance that official transportation to the Nats might be available for a reasonable numberm of contestants.

This plan (along with a lot more detail) was submitted to the '67 committee in November 1964.

The March '65 issue of M.A. appeared with a partial description of what seemed to be the November plan, but without a description of the key quarter finals provisions. (how do you get to the fly-off?)

Out West here, we started hearing rumors from various parts of the country about what the secret plan really was. "Who would get the extra two quarter-finals? etc!" The April and now the May 'Model Aviation' has arrived and it still hasn't been disclosed.

Scatter is concerned that some of these key questions have not been resolved. We are doubly concerned because these unanswered questions must mean that there is an official difference of opinion on what to do. And yet the impression we get (deservedly or not) is that these differences of opinion are not open for general discussion by the membership.

Scatter agrees with the November '64 plan and regognizes the careful compromises that it has worked out. We hear rumors that the committee is being pressured to accept a flat number of 3 qualifiers per quarter final no matter how many enter.

Perhaps this is a good idea and perhaps it isn't. As long as the total number selected for the fly-off is fixed, putting a minimum number of contestants on board from each contest brings us back to the old geographical zone thing that we were trying to get away from. We get the feeling that these questions are not being put up to the AMA membership for consideration. Why not?

Jim Patterson, in an effort to come up with a compromise, has asked the committee to not state the 'formula' in the program plan (because some people don't understand it) but to go along with the 3 minimum idea if it must and then state that 6 additional men per event be selected by headquarters. These 6 would be for the whole country and would be chosen according to representation at each quarter finals, as figured out by headquarters (using an equation)

Scatter recognizes that these are not simple things to solve but the Editor thinks he has the solution: keep the *'65 team over for '67.