THE

SCATTER

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40

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WHERE HAVE ALL THE SCATTERS GONE?

Well, it got so bad that even we began to miss them. There will be no April, May, June, July, August, or September issues. Your subscriptions will be extended accordingly. This should simplify the problem of trying to catch up.

The SCATTER staff has been uniformly derelict in not passing on news to its' readers as will as the rest of the modelling press. So we say to Larry Conover, Dick Black, Ron Moulton, and all the gang, we didn't die, but we had to lie down and bleed a while.

WORLD CHAMPIONSHIPS - KAUHAVA, FINLAND

Aeromodeller and Model Aircraft and of course, the "Internationalist" from Canada have already published fine detailed accounts of what happened including pictures, 3-views, etc. We were scooped.

The problem was that other things came first. And they came and came, and came seemingly without end.

Your Editor had the most challenging and strenuous time of his aeromodelling career as the U.S.A. Team Manager. In one way or another, that had me pinned down til now.

Obviously, then, you all are expecting extensive revelations of what happened in Finland. Unfortunately, however, Team Managers don't have time to wander around the contest taking pictures, notes, etc. So please forgive the lack of detail in this report.

Our carefully laid plans called for leaving the U.S.A. on July 1 and arriving in Helsinki July 4. We had made arrangements to have John Sederholm meet us and act as our contact man and guide in Finland. It was arranged that the team would test fly at a field in Helsinki from July 5 through 7, three very important days. Our fuel had arrived, having been shipped by K&B Mfg Co. to Sederholm.

At the last minute, with the whole team on the east coast, arrangements for our AMA-compiled transportation to Europe were disrupted due to conditions which were beyond our immediate control. Finally, after a lot of frantic action by the AMA, we were on our way leaving at 7 P.M. [illegible] To their credit, the team took this [illegible] without [illegible]. This wait was used to [illegible]

advantage to get acquainted with one another, process the models, swim in the Motel pool; etc.

The plane to Europe was a Boeing 707 complete with Scandanavian hostesses including one from Finland. She daved us seats all in one section. Our team work was showing to good advantage as we had men guarding the model boxes, others checking on other details, including the appearance of some refreshing beverages in Coke Bottles with cherries for corks.

Since it was July 4 we flew over London the next Morning. Thought we could see Chobham Common from 36,000 feet. Landed at Frankfurt 7:35 AM From there we caught a Finnair flight to Helsinki leaving at 1:05 PM, landing at 4:35 PM July 5. That was a very enjoyable flight in a Caravelle

John Sederholm, bless him, was waiting for us at the airport. He had our hotel all lined up and we were soon settled down, learning some useful Finnish words.

The weather was terrible with wind and overcast and some rain. Grim outlook. The entire next day was spent rounding up the two VW Micro buses that I had reserved for our use. Finally we had wheels complete with roof racks and signs proclaiming "U.S.A. Free Flight Team" in large red, white, and blue letters. These signs were provided by the Marquardt Corporation complete with self-sticking backing.

To my knowledge, those signs are still on those VWs.

That knight we went out to the Helsinki version of Sepulveda Basin and flew Nordics till about 10:30. It stayed light all night but we had to get some rest. The next day, July 7, we drove to Kauhava (about 250 miles). Since it was raining we took the center seat out of one bus and tied it to the roof. All the model boxes were loaded into that VW. The three members who had their wives with them were packed off on the train.

The South African team was also lodging at our hotel and they went up by Finnair to Vaasa thence to Kauhava by bus. "Matte" Mattano from Argentina came along with us in our caravan and was most welcome. His transistor radio entertained us with the local disc jockey's efforts. It was a swinging trip. About the last 75 miles was dirt road and with the rain softening things up, it made for lots of interest.

Along this stretch, Cherny's mount dropped its' muffler into the mud, which was alright as long as he didn't try to back up. We finally had to tie it up with some fuse.

We Stopped at Lapua and had a superb lunch for very low cost. This meal was very good, served with skill and I can't remember the name of the place. By this time we were all expert in the Finnish language!

Finally we arrived at Kauhava (see map). At the contest headquarters we were welcomed and given a mass of documents. Our dormitory was a converted school. The various teams were grouped in the rooms where the desks had been moved out and bunks from the Army moved in. The national flags were pinned on the doorways for identification.

A pretty Finnish hostess was stationed in the lobby to answer questions. Finnair had provided a large number of travel posters to decorate the place. Meals were served down the road a few steps in the community center. Local housewives prepared the food and served it.

Although Kauhava is only a small farming community, our facilities were carefully prepared and comprehensive. Someone did a fantastic amount of work in setting this up.

That evening we did some flying at the field which had been opened. It was a bit windy so everyone was on the cautious side. Finally called a halt in the middle of the night and got some sleep. The next day our flying continued. This was July 8, the day before thebeginning of the contest.

Hugh Langevin established beyond any doubt that there were thermals by losing a ship off up and away when the DT timer failed to operate. We spent a lot of time looking for it including an assist from the air. We met a lot of interesting farmers downwind but no Nordic. Hugh had plenty of airplanes so this didn't hurt too badly.

Harold Evans, our team meteorologist, was cheering us all up with the news that there was only one chance in 50 of having the weather we were having. Kauhava was at the center of a low pressure area. It was wet, cold and breezy.

We were forturate that Evans could obtain the sponsorship of his employer, Intermountain Precision Bilt Homes, Ogden, Utah, who paid his way to Europe and back. Harold worked for the Weather Bureau for 18 years and is an expert in the study of low level weather activity. He has been flying a lot with Norman Ingersoll and the two of them working together have developed a keen experience in detecting thermals.

We decided to use Norm and Harold together to act as our thermal indicator. Norm was to stand near the flier and Harold would launch the Nordic. When Both got a good indication on the presence of a thermal, the flier would be signaled and he would then make the final decision.

The rest of the team was arranged with one man handling a large signal flag and two crews in the two VWs downwind.

The contest started at 9:00 AM the next day after breakfast at 7 AM and an opening ceremony with short speeches.

After the first two rounds we knew we were doing something wrong, having only collected two maxes. We knew that large numbers of competitors were going up in mass launches, triggered by one airplane in a thermal. Indeed, some competitorsdid nothing but wait for these invitations to fly.

We later concluded that our system was correct in finding thermals but we were not selective enough in rejecting the smaller ones and waiting for the bigger ones. The small ones were just not big enough to get into. A short run upwind to get the ship up took it right out of the lift. The large bubbles that came through were about 18 minutes apart and they would last for as long as 3 minutes over a wide area.

We modified our techniques but not soon enough or effectively enough to keep from blowing Nordic wide open. In our extreme unhappiness, even more needless mistakes were made to compound our poor showing. There is now doubt that we were suffering form our lack of practice in flying together.

With all the "tactical" flying that was taking place, most launches were made with practically no run upwind, just enough to catapult the ship into the obviously big thermal. The Russians appeared to be using the special hook-operated rudder described in a recent issue of Aeromodeller. This gives a turn at the top of the line when the pull is directly down. This helps set up a climbing turn from the catapult.

Quite complete instructions had been given before the contest started, specifying that all official flights has to start with the launcher in an area 50 by 100 meters, which was marked off by flags. The flier, of course could be outside this area and could tow as far as he wanted. There was to be positively no test flying in this area or upwind of it.

Nevertheless, the Soviet Union quite stupidly attempted to run up a 'test' flight in the forbidden area. This was with Sokolov in position patiently waiting for a thermal. The 'test' flight by Rimas Shourna found a thermal and quickly DT'd. The airplane and Shourna were immediately surrounded by rather interested contestants from Canada, Holland, Finland, and Hungary who proceeded to march Shourna and his model to the contest headquarters. The jury of R. Cerny (Czech), G. Derantz (Sweden) and Henry J Nicholls (G.B.) read the riot act and warned of disqualification for any further violations.

The eventual winner, Anton Bucher of Switzerland did a superb job. The airplane shows obviously Thomann influences with ultra-light tail boom and stab. It is shorter than "Aquilla" and is not asymmetric but is similar in other respects.

The British apparently felt at home in the wild, wet melee and surprised themselves with the team win. John O'Donnell had to settle for second place, disappointing his charming young bride who was so expertly coaching him.

I think one of the lessons to be learned from this meeting is that Nordic competition is a particularly personal sport that does not respond to an overabundance of team effort. The flier must still make quick decisions and it may well be that this can be done more easily without consulting several opinions of when to go and what to do.

The U.S.A. team went back to the dormitory, had dinner together and then we all decided to stretch out a bit and relax. I woke up about 1 AM and decided it would be easier to sleep with my clothes and shoes off. We were really shot that night. The rest of the guys also woke up at various times and went to bed.

Our power fliers were all set for the morrow and were up and out in the rain testing at 3 or 4 AM. We brought breakfast out to them and made ready to do battle.

Our Nordic fliers took their place in the working crew and the whole team had a grim resolve to do better this day. Power testing up to the beginning round hadn't looked extremely promising. Robinson had been having some troubles but each test flight showed that he was slowly working out the difficulties. Finally we were into the first round and it was intermittently drizzly and cold.

Cherny, Spence and Robinson, in that order, put up three official flights, all maxes. Now we all felt better! Test flying continued between rounds, to get things working even better.

We had four batteries and used all of them at one time or another. The wetness caused them to run down faster than normal. Even so we were better off than some who borrowed our batteries. I recall Basil Moore patiently standing by waiting for us to fly. As soon as we started a ship he would take the battery and run over to his South African team. As soon as their engine was started he would run back with the battery.

Cherny and Spence both used a special fuel mixed at the contest. Spence kept it warm by carrying the plastic bottle under his belt. Robinson was using stock fuel but had lots of trouble due to separation of the oil in spite of our attempts to warm it up. The little white

lumps would clog needle valves and give poor starting and erratic running. We don't quite understand why the fuel manufactures don't take this problem seriously and so something about it.

The rounds continued and so did our maximums. Some were pretty close and some were pretty high. It all depends on the particular air. All rounds were either wet upwind or downwind.

Happily our maxes continued. In the fifth round, Spence had an over run. This was soon corrected with a max on the 2nd attempt. Soon there we were, a perfect team score. We learned that we were matched evenly with the Italian team and the Russians had missed joining us by one flight of 164 seconds by Valentin Mozirski in the 4th round.

There wasn't too much time to celebrate as we had to get on with the flyoff for individual placing. Flyoff tim s don't count for team score. Flights had to be made in 15 minutes with ½ hour to the next flyoff round.

To make sure, Spence set his engine timer ½ second faster. In spite of this, an overrun was called. 10.0 and 10.1 on the watches. Timing was extremely difficult on this flight because two other ships were going up next to Spence. You couldn't hear the engine cut and you couldn't see the prop due to the position. In a situation like this the timers are in a tough position and can only do the best they can. Needless to say though, we were disappointed, which for Hank certainly is an understatement.

Robinson got up, but got only 128 seconds in poor air. Cherny fored up and did 173 seconds, ending up in some extra wet air.

Cherny was very impressive in the initial part of his climb, but didn't seem to carry through to the top the way he usually does. The difference seemed to be due to the fuel mix being a little "hotter" than needed for the weather.

Spence climbed fast and high in a conventional pylon pattern and looked to be as high as anyone. We seemed to have found him all sorts of bad air though as some of his flights were a little close.

Robinson did not climb exceptionally high but with an effective pattern and excellent glide, did great.

Now we celebrated! We joined the joyously, deleriously happy Italians and exchanged congratulations and had several group pictures taken. The Italians had placed Alberto Dall'Oglio 1st, Carlo Lenti 9th and Gianfranco Grifoni 15th.

Design-wise, the trend was to the auto stabs. It seemed that perhaps 50% of those near the top were using it. Eugene Verbitski of Russia placed third using a time-controlled trim tab in the stab. The Italians all appeared to ha e auto stab. Their ships were well built and detailed for lots of wear. Engines were partly cowled and the pylons had peculiar bulging shapes. Wings were two piece with rubber band lacing to keep them together on wires. Dall'Oglio had beautiful egg crate wing and stab with about 6 cells per chord length. This win caps a long career by Alberto of always being near the top. Hard work pays off.

Engine choice seemed to be Super Tigre by impressive ratios. Even the Russians decided to use them. Some new Mokis and MVVS were being used by some of the satellite countries. Conspicuous by his absence was the current World Champion, Erno Frigyes. It was claimed that he failed to qualify.

Back at the dinner table and the dormitory our spirits remained high and many congratulations accrued for our decisive comeback.

Our Nordic boys were feeling a little better now and deserve a lot of credit for the terrific team effort we were sustaining.

That evening, with our Wakefield boys primed and ready, some of us went to a dance held about three meles outside town. This was a local affair but all competitors were invited. Grigoni and I found the place after driving around in the mud and summer twilight. It was packed!

I am not sure what the locals thought of our mass invasion of their social center, but everyone seemed to be having a great time. I headed back fefore too long hoping the competition would over-sleep.

This report will continue in the next issue (November) of SCATTER. Hope you Wakefield fans can hang on to hear of the thrilling finish.

Ron Magill - New Zealand and Essex England and Kauhava Finland

A long time ago Ron sent us some drawings which he described as follows:

"None of my Wakefields are any good so I have drawn up, converted and translated plans of two leading Austrian models which I hope you will accept as my contribution to SCATTER. The drawings are not very good but I hipe you can do something with them. They are from the St. Polten club near Vienna. Hans Martin recently won the International Event at Wels. His times were 900, 210, 240, 154."

Ron shouldn't be so shy about describing his own models. At Kauhava Ron missed the flyoff by 8 seconds and came in 16th. Well, anyway, the Hans Martin Wakefield is reproduced here. It looks like a standard approach with good airfoil selection and simple efficient structure.

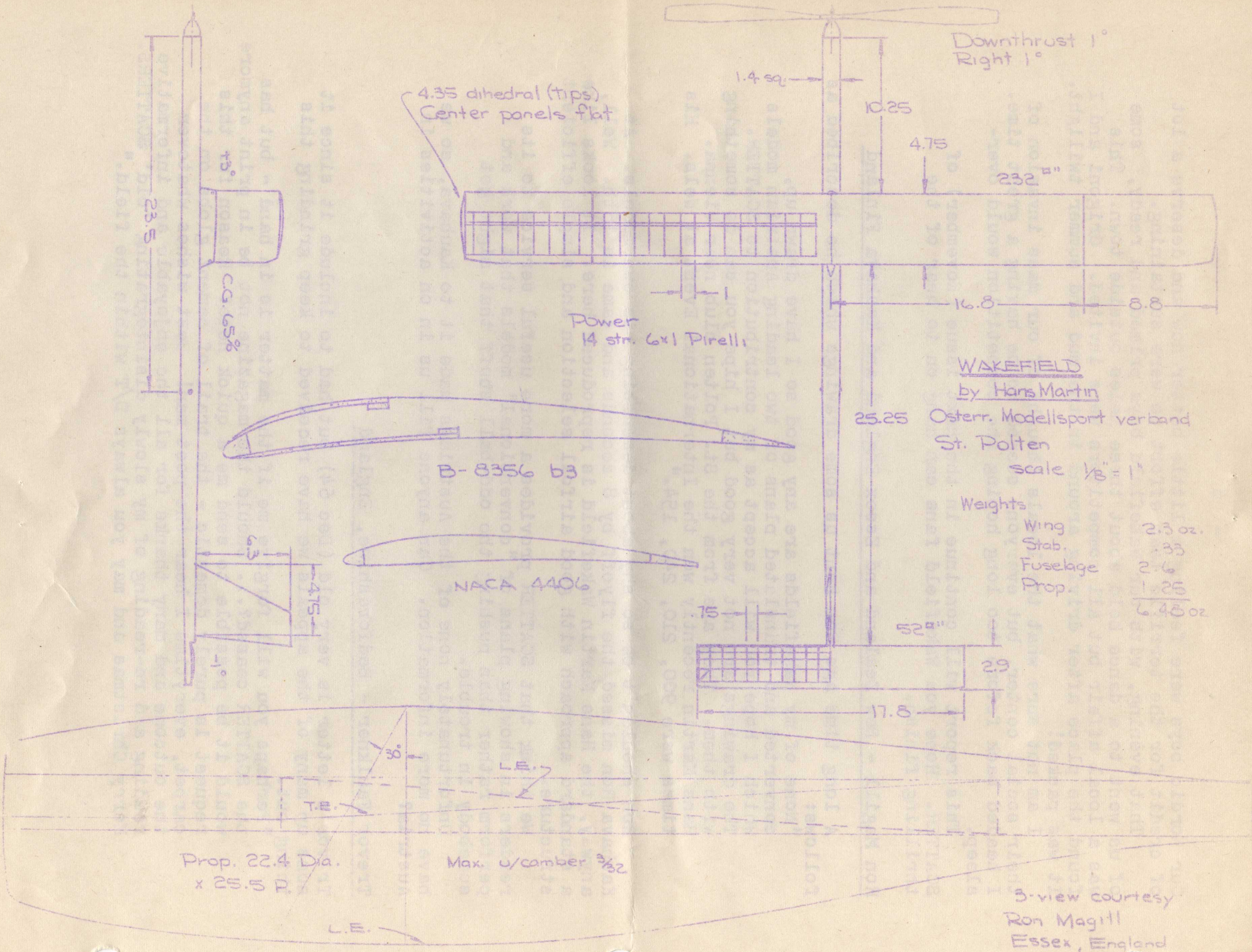
We think that SCATTER provides a more useful service to its readers in showing plans of "conventional" models that work and perform rather than pushing the odd-ball stuff that might get somebody in trouble.

Unfortunately none of the Austrians made it to Kauhava, so we have no more information. Can anyone fill us in on activities in Austria?

Trevor Faulkner - Bedfordshire, England

Trevor's letter is very old (Dec 64) but had to include it since it sums up many of the appeals we have received to keep grinding this thing out.

"Perhaps you will forgive me if the matter is in hand - but has the SCATTER ceased?... Should the magazine not be in print anymore would it be possible to send me a quick note? Reason for this request is purely domestic - the trail of cement globs on the carpet, everytime I hear the post man! Best wishes whatever the outcome and many thanks for all the enjoyable and informative reading and re-reading of my slowly disintegrating 'old' SCATTERS. Merry Christmas and may you always D/T within the field."


Downthrust 1°
Right 1°
1.4 sq.
10.25
4.75
232 sq"
4.35 dihedral (tips)
Center panels flat
23.5
+3°
C.G. 65%
1
16.8
8.8
Power
14 str. 6x1 Pirelli
WAKEFIELD
by Hans Martin
Osterr. Modellsport verband
St. Polten
scale 1/8" = 1"
25.25
B-8356 b3
Weights
Wing 2.3 oz.
Stab. .33
Fuselage 2.6
Prop. 1.25
6.48 oz
.75
52 sq"
2.9
17.8
NACA 4406
.9
4.75
1°
30°
L.E.
T.E.
Prop. 22.4 Dia.
x 25.5 P.
Max. u/camber 3/32
L.E.
3-view courtesy
Ron Magill
Essex, England

1965 FAI WORLD MODEL AIRPLANE CHAMPIONSHIPS

CLASS F.1.A RESULTS (NORDIC A-2)

1.	Anton Bucher, Switzerland	180	180	180	180	180	240	282	1422
2.	John O'Donnel, Great Britain	180	180	180	180	180	240	152	1292
3.	Kjell Bentzen, Norway	180	180	180	180	180	240	143	1283
4.	Gunnar Kalen, Sweden	180	180	180	180	180	240	122	1262
5.	Gerard Klomp	180	180	180	180	180	240	122	1262
6.	Stephan Hubert, Czechoslovakia	180	180	180	180	180	210		1110
7.	David Tipper, GreatBritain	180	180	180	180	180	193		1093
8.	Thomas Kongsted, Denmark	180	180	180	180	180	122		1022
9.	Herbert Schmidt, West Germany	180	157	180	180	180			877
10.	Angus McDonald, New Zealand	180	180	180	180	153			873
11.	Moshe Goldberg, Isreal	180	146	180	180	180			866
12.	Ivan Horejsi, Czechoslovakia	138	180	180	180	180			858
13.	Wasilii Simonov, Russia	180	180	180	180	138			858
14.	Ari Hietanen, Finland	134	180	180	180	180			854
15.	John Swallow, South Africa	134	180	180	180	175			849
16.	Anthony Yound, Great Britain	180	140	166	180	180			846
17.	Rimas Shourna, Russia	154	146	180	180	180			840
18.	Oldrich Prochazka, Czechoslovakia	180	119	180	180	180			839
19.	Johann Schreiner, East Germany	180	117	180	180	180			837
20.	Jouri Sokolov, Russia	180	180	180	116	180			836
21.	M. Corbin, France	180	135	180	156	180			831
22.	Markku Tahkapaa, Finland	180	180	180	110	166			816
	Jorgen Larsen, Denmark	180	121	180	180	155			816
24.	Theo van't Rood, Netherlands	170	112	180	180	173			815
25.	Ugo Acuto, Italy	180	129	180	154	157			800
26.	Hans Maassen, Netherlands	180	180	145	180	107			792
27.	Fritz Gaensli, Switzerland	180	180	180	180	69			789
28.	Pierre Lommer, Lusemburg	97	180	180	180	145			782
29.	Dieter Ducklauss, East Germany	180	109	132	180	180			781
30.	Paolo Dapporto, Italy	180	60	180	165	180			765
31.	Paolo Soave, Italy	180	113	101	180	180			754
32.	Aimar Mattano, Argentina	114	180	143	180	127			744
33.	Giora Herzberg, Isreal	180	180	68	180	132			740
34.	Peter Allnut, Canada	180	73	180	180	119			732
	Dale Wilson, United States	99	180	180	180	93			732
36.	Robert Rowe, South Africa	141	169	97	180	142			729
37.	Jack McGillivray, Canada	180	180	92	95	180			727
38.	Joseph Bucher, Switzerland	180	58	180	180	126			724
39.	Inge Sunstedt, Sweden	180	180	69	114	180			723
40.	Richard Nagler, West Germany	180	180	130	55	175			720
	Knut Andersson, Sweden	180	56	155	180	149			720
	Karoly Fischer, Hungary	180	108	180	114	138			720
43.	M. Braire, France	180	180	145	57	155			717
	John Foley, Canada	86	180	164	107	180			717
45.	Albrecht Oschatz, East Germany	101	74	180	180	180			715
46.	David Anderson, Australia	180	86	180	180	67			693
47.	Heintz Geiger, West Germany	100	180	108	180	111			679
	M. Bolland, France	180	86	180	53	180			679
49.	Per Grunnet, Denmark	106	110	180	95	180			671
50.	Brian Glenny, New Zealand	180	140	93	74	170			657
51.	Peter Visser, South Africa	40	153	180	180	66			619
52.	Asmund Skard, Norway	180	64	118	76	180			618
53.	Abraham Kiflawi, Isreal	180	84	80	180	88			612

1965 FAI WIRLD MODEL AIRPLANE CHAMPIONSHIPS

CLASS F.1.B RESULTS (WAKEFIELD)

1.	Thomas Koster, Denmark	180	180	180	180	180	240 300 360 257	900
2.	Vladimir Matweev, Russia	180	180	180	180	180	240 300 360 217	900
3.	Bengt Johansson, Sweden	180	180	180	180	180	240 300 196	900
4.	Lennart Flodstrom, Sweden	180	180	180	180	180	229	900
5.	Rune Johansson, Sweden	180	180	180	180	180	221	900
6.	Jurgen Horn, West Germany	180	180	180	180	180	218	900
7.	Frank Parmenter, United States	180	180	180	180	180	212	900
8.	Egert Oskamp, Netherlands	180	180	180	180	180	200	900
9.	Alan Armes, Great Britain	180	180	180	180	180	188	900
	Julije Merory, Yugoslavia	180	180	180	180	180	188	900
11.	Vilim Kmoch, Yugoslavia	180	180	180	180	180	183	900
12.	Masary Itoh, Japan	180	180	180	180	180	174	900
13.	Wladyslaw Miestoj, Poland	180	180	180	180	178		898
14.	Karel Rys, Czechoslovakia	180	180	176	180	180		896
15.	Kurt Sager, Switzerland	180	178	180	180	176		894
16.	Ronald Magill, New Zealand	180	172	180	180	180		892
17.	Johan Schulten, Netherlands	180	180	171	180	180		891
18.	Emil Fresl, Yugoslavia	180	180	180	170	180		890
19.	Sergio Legnani, Italy	180	180	164	180	180		884
	Arthur Macauley, New Zealand	180	166	180	178	180		884
21.	John Lenderman, United States	180	163	173	180	180		876
22.	Gunter Rupp, West Germany	180	180	155	180	180		875
	Vladimir Zaiakin, Russia	180	180	180	180	155		875
	Vincenzo Scardicchio, Italy	155	180	180	180	180		875
25.	Michael Segrave, Canada	180	152	179	180	180		871
26.	Joachim Loffler, East Germany	180	180	180	148	180		868
27.	Erik Jorgensen, Norway	180	144	180	180	180		864
28.	Jerzy Kosinski, Poland	143	180	180	180	180		863
	Giovanni Cassi, Italy	180	180	143	180	180		863
	Jack McGillivray, Canada	147	180	180	176	180		863
31.	Daniel McDonald, United States	135	180	180	180	180		855
32.	Fritz Strzys, East Germany	180	180	180	180	133		853
33.	Manfred Reichenbach, W. Germany	180	123	180	180	180		843
34.	Gad Ninikes, Isreal	160	180	135	180	180		835
35.	Peter den Ouden, Netherlands	180	180	180	115	177		832
	Erich Rohrer, Switzerland	159	143	170	180	180		832
37.	Karoly Fischer, Hungary	180	127	180	180	164		831
38.	Antonin Simerda, Czechoslovakia	180	107	180	180	180		827
39.	M. Boiziau, France	180	180	102	180	180		822
40.	Erik Nienstaedt, Denmark	180	139	140	180	180		819

54.	Norm Ingersoll, United States	86	145	140	70	158	599
55.	Hugh Langevin, United States	121	180	180	35	78	594
	J. Thompson, New Zealand	180	101	72	180	61	594
57.	Norbet Mertes, Luxembourg	42	114	180	130	63	529
58.	Torsten Strang, Finland	59	155	99	66	148	527
59.	Joseph Ewen, Luxembourg	46	60	--	85	42	233

TEAM RESULTS

1.	Great Britain	540	1040	1566	2106	2646
2.	Czechoslovakia	498	977	1517	2057	2597
3.	Russia	514	1020	1560	2036	2534
4.	Netherlands	530	1002	1507	2047	2507
5.	Switzerland	540	958	1498	2038	2413
6.	Denmark	466	877	1417	1872	2387
7.	Sweden	540	956	1360	1834	2343
8.	East Germany	461	761	1253	1793	2333
9.	Italy	540	842	1303	1802	2319
10.	West Germany	460	977	1395	1810	2276
11.	France	540	941	1446	1712	2227
12.	Isreal	540	950	1278	1818	2218
13.	Finland	373	888	1347	1703	2197
	South Africa	315	817	1274	1814	2197
15.	Canada	446	879	1315	1697	2176
16.	New Zealand	540	961	1306	1740	2124
17.	United States	306	811	1311	1596	1925
18.	Luxembourg	185	539	899	1294	1544
19.	Norway	360	604	902	1158	1518
20.	Argentina	114	294	437	617	744
21.	Hungary	180	288	468	582	720
22.	Australia	180	266	446	626	693

41.	Esko Hamalainen, Finland	180	180	98	180	180	818
42.	Chaim Kaplan, Isreal	154	180	119	180	180	813
43.	Urs Schaller, Switzerland	180	180	89	180	180	809
	Stanislaw Zurad, Poland	180	150	119	180	180	809
45.	Reino Hyvarinen, Finland	98	180	168	180	180	806
	Frantisek Dvorak, Czechoslovakia	180	150	116	180	180	806
	Rone Koen, Turkey	180	86	180	180	180	806
48.	Bruce Rowe, Great Britain	180	89	180	180	169	798
	Robert Rowe, South Africa	145	180	156	180	137	798
50.	John O'donnell, Great Britain	111	180	180	144	180	795
51.	Vladimir Sapasnii, Russia	93	180	180	150	180	793
52.	Karl-Erik Widell, Denmark	171	130	117	180	180	778
53.	Brian Roots, New Zealand	111	180	120	180	180	771
54.	M. Degieux, France	50	166	180	180	180	756
55.	Luis Serrano, Brazil	180	106	163	126	180	755
56.	Pentii Aalto, Finland	162	95	126	180	180	743
57.	M. Valery, France	110	180	92	180	180	742
58.	Horst Kubiak, East Germany	133	84	154	180	180	731
59.	Yair Shmueli, Isreal	121	109	139	180	138	687
60.	Peter Visser, South Africa	121	110	127	147	180	685
61.	John Swallow, South Africa	133	107	130	180	129	679
62.	Henrik Dahl, Norway	130	85	100	180	180	675
63.	Cordon Hilliam, Canada	102	124	175	55	180	636
64.	Joseph Glodt, Luxembourg	53	60	89	165	180	547

TEAM RESULTS

1.	Sweden	540	1080	1620	2160	2700
2.	Yugoslavia	540	1080	1620	2150	2690
3.	United States	495	1018	1551	2091	2631
4.	Netherlands	540	1080	1611	2086	2623
5.	Italy	515	1055	1542	2082	2622
6.	West Germany	540	1023	1538	2078	2618
7.	Poland	503	1013	1492	2032	2570
8.	Russia	453	993	1533	2043	2558
9.	New Zealand	471	989	1469	2007	2547
10.	Switzerland	519	1020	1459	1999	2535
11.	Czechoslovakia	540	977	1449	1989	2529
12.	Denmark	531	980	1417	1957	2497
13.	Great Britain	471	920	1460	1964	2493
14.	East Germany	493	937	1451	1959	2452
15.	Canada	429	885	1419	1830	2370
16.	Finland	440	895	1287	1827	2367
17.	Isreal	435	904	1297	1837	2335
18.	France	340	866	1240	1780	2320
19.	South Africa	399	796	1209	1716	2162
20.	Norway	310	539	819	1179	1539
21.	Japan	180	360	540	720	900
22.	Hungary	180	307	487	667	831
23.	Turkey	180	266	446	626	806
24.	Brazil	180	286	449	575	755
25.	Luxembourg	53	113	202	367	547

POWER

38.	Lasse Laxman, Finland	90	180	180	170	142	762
39.	Harry Winn, New Zealand	180	180	170	104	127	761
40.	Rolf Kammer, East Germany	180	136	163	180	98	757
41.	Peter Visser, South Africa	180	180	175	133	58	726
42.	Joachim Benthin, East Germany	180	180	152	180	-	692
43.	John Swallow, South Africa	114	102	180	180	107	683
44.	Robert Rowe, South Africa	-	165	180	180	123	648
45.	Peter Spring, Switzerland	25	119	180	180	136	640
46.	Seppo Haapalainen, Finland	134	173	180	26	114	627
47.	Carl-Erik Auner, Sweden	14	180	180	180	67	621
48.	Norbert Czeranowsky, East Germany	152	94	68	64	180	558
49.	Eolo Carlini, Brazil	-	180	149	125	95	
50.	Michael Segrave, Canada	180	69	-	180	104	533
51.	Julian Falecki, Poland	121	108	7	180	109	525
52.	Ferd Kraemer, Luxembourg	54	66	76	66	60	322
53.	Oyvind Liberg, Norway	31	69	-	116	-	216

TEAM RESULTS

1.	Italy	540	1080	1620	2160	2700
	United States	540	1080	1620	2160	2700
3.	Russia	540	1080	1620	2144	2684
4.	France	540	1070	1571	2111	2631
5.	Hungary	501	1041	1581	2081	2594
6.	Great Britain	524	1014	1554	2078	2550
7.	New Zealand	540	1080	1594	1988	2453
8.	Czechoslovakia	540	991	1516	1892	2432
9.	Sweden	374	914	1394	1934	2324
10.	Finland	404	937	1477	1853	2289
11.	Canada	492	921	1281	1801	2265
12.	West Germany	512	957	1385	1723	2261
13.	Switzerland	385	720	1260	1800	2224
14.	South Africa	294	741	1276	1769	2057
15.	Norway	391	802	1162	1626	1978
16.	Netherlands	279	539	941	1301	1597
17.	East Germany	360	676	991	1351	1449
18.	Denmark	157	329	509	689	869
19.	Brazil	0	180	329	454	548
20.	Poland	121	229	236	416	525
21..	Luxembourg	54	120	196	262	322

TEAM MANAGERS

Canada	John Foley	Italy	Guglielmo Barthel
Czechoslovakia	Radoslav Cizek	Luxembourg	Pierre Thibo
Denmark	Paul Lyregaard	Netherlands	Heine Abbring
Finland	Into Kekkonen	New Zealand	John Winn
France	M. Garrier	Poland	Mieczslad Opalinski
East Germany	Degenhard Luck	South Africa	Basil Moore
	Georg Drese	Sweden	Karl-Anders Ericsson
West Germany	Lothar Piesk	Switzerland	Paul Schmitter
	Winfred Czincel	United States	William Hartill
Great Britain	David Posner		Harold Evans
Hungary	Gyozo Kelemen	Russia	Aleksey Ermakov
	Karoly Bathge		Anatolii Saskov
Isreal	Dan Zakay		Jiri Sokolov
	Esra Dotan	Jugoslavia	Gradimir Rancin

FAI Rules Change?

Probably as you read this the November meeting of the CIAM F/F sub committee is taking place. The chairman, Sandy Pimenoff, has expressed his opinion that; "Recent world championships at Kauhava produced a record number of competitors in the flyoff in all classes. In glider this must be credited to the favourable conditions prevailing, and from my personal experience a change of glider specifications or rules is not necessary. In Wakefield and Power, however, some changes are necessary."

Pimenoff goes on to suggest Wakefield 35 grams for the motor be adopted along with putting .09 engines in current .15 sized airplanes with the same weight as the .15.

As Peanuts would say, ARRGGH! This is nonsense. How can one credit the favorable conditions for all the Nordic Maxes and not realize this influence on the Power and Wakefield flights which were flown in the same or possibly better conditions?

"Tactical" flying is not restricted to Nordic competition obly. Changing the model specifications will not change the strength nor the number of thermals available on a given day. Not unless the performance is so destroyed that the resulting "thing" no longer resembles a flying machine. When that point is reached the attraction of this sport will be reduced to zero.

Interestingly enough our ideas on this subject were in agreement with a large number of contestants that we met in Kauhava. Nevertheless we predict that the FAI officialdom will once again yank the rules out from under us.

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X Final conclusion of the Kauhava story, report X
X on the USA F/F team selection quarter finals, X
X news from Australia, South Africa, and Calif- X
X ornia plus other titillating outpourings. X
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