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

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Contest Report - Northwest FAI F/F Team Selection Semi-Finals

Don Zipoy the C.D. of this affair sent us an exceptionally well written and detailed report. We thought you might enjoy some excerpts:

"The first Bi-Annual FAI Free Flight Semi-Final Eliminations were held over the laborday weekend on the vast reaches of the 13th division praire, located approximately 15 miles south-southwest of Tacoma, Washington. Twelve stalwart locally qualified type contestants participated in the 3 - days festivities. Of these eight competed in two events. Power and Wakefield drew six contestants each and Nordic netted seven.

Since anyone qualifying for the Semi-Finals could compete in any of six country wide locations, we drew three outlanders from Southern California. The remaining nine competitors were Northwesterners; one from Oregon and eight from Western Washington.

The first people at the contest site were Bob Duffield and the contest director, Don Zipoy, who both arrived on the afternoon before the first contest day to stake out the flight operations site, set up the processing tent, P.A. system, and a nifty shade canopy to lend a countryclub atmosphere. Len Bedford also made the scene and lent a hand, but spent most of the time punching holes in the sod while

retrining his power job. It might be added here that Len was the youngest competitor (19) at the contest and new to FAI competition, yet he qualified for the Semi's in two events. Although he did not qualify for the U.S. Finals, he did succeed in setting a new Wakefield record of 14 minutes 29 seconds in his age class.

About 6 p.m. the three California boys, Hartill, Trego and Patterson showed up to do a little test flying and to eyeball the site and some of their competition. The last arrivals of the day were Bob Stalick and Al Grell up from Albany, Oregon who tooled in about midnight, a little late for test flying, but just in time for a couple beers and a bull session. These two along with Duffield, Bedford, and Zipoy slept the night on the prairie.

Saturday Sept. 4th

The first day of competition dawned cold and dew moist with cows and Guy Scott mooing and honking five out of the sack at 6 a.m. Guy was there to officiate as a timer, without him and others like him willing to lend a hand the contest could not have been held.

Round no. 1 of the day's competition was scheduled to start at 7 a.m. however, a heavy ground fog rolled in which precluded flying of any kind.

The fog finally lifted at 10 a.m. Because of the late start, each of the eight flight rounds was shortened to 1 hr. and 10 min. in order to finish by sundown. John Mace was the first out, unfortunately, he flew into some turbulent air and came down in 136 sec.

Hartill and Trego followed Mace, Walters was close behind. All three hooked boomers and maxed out. Not to be outdone, Bedford trotted out and put up a max flight with his cox powered "Vertigo", a Phil Mahner design. Bob Stalick came out five minutes befor e round end and also maxed. Round one ended with a five way tie for first place.

Round #2 began at 11:10 a.m. with Mace again leading off the round. This time John faired better by milking a weak riser for a max flight. This flight was one of only two maxes scored by the contestants during the round. About half the round later, Hartill, Trego, and Walters followed in rapid succession. Hartill hooked a boomer and maxed easily. Trego and Walters both failed to get good air and were down in somewhat over two minutes each. With twelve minutes left in the round, Bedford came bounding over for a timer and headed for the official flying area. About the same time Stalick was seen heading for the toolies to put in "one more" test flight before trying for the big one. Bedford got good height during the power run, but caught a downer and was on the ground in less than 1 1/2 minutes. Meanwhile, Stalick had finished test flying and with five minutes to go came to pick up a timer and go out to lay another max on us. However..... Bob did screw up. Apparently,

all the test flying had worn out his glow plug, and it became obvious after a short siege of prop cranking that something was amiss. With only a couple minutes left in the round, and a rat fink C.D. counting time on him, his fingers turned to thumbs and he failed to get his mill started before the round end. It is noteworthy that had he maxed in this round he would have placed first.

Needless to say, Stalick continued cranking to lead off round #3, caught a hot riser and maxed out. Mace came out next and fired up. After fiddling a little with the needle valve he got off a good launch. Evidently he had fingered the needle a hair too much. The engine turned sour and quit after a four second run and he was down in 42 seconds,

Bedford, still smarting from his bad break in the previous round, came stomping out with a maxey look about him; and he did. Hartill, Trego, and Walters followed along with Patterson who stationed himself upwind of the official flying area to sniff out the thermals. This was a technique used fairly effectively most of the day. This time, however Jim either picked a weaky or it had drifted past before the flyers could fire up. At any rate Hartill and Trego launched and both were down in less than 3 minutes. Walters who was unable to get started decided to wait and pick his own riser. This he did with considerable success and easily maxed. The round ended with Walters regaining first spot from Hartill, Trego was third, Bedford fourth followed by Stalick and Mace who were just two seconds apart.

Mace led off round #4 with a max, as did Stalick and Walters in that order. Hartill and Trego hit bad air again and were down in just under 3 minutes. Bedford trotted out to repeat his previous performance. After a rather hairy launch the bird arched upward cut out prematurely after a 7 second run when the model and earth's surface met at right angles. Len was seen heading for the smoking crater with a basket. Post-mortem examination of the wreckage revealed a cracked stabilizer leading edge had gone undetected from the flight before. Air loads twisted the tail resulting in what amounted to a built in downer. Bedford had lost his No. 2 bird the week before and thus was out of action for the day. Tough break.

It might be added here, that after the fog lifted the day turned out fine, sky essentially clear with some haze, and winds from the east and east-north-east at nil to 10-12 mph maximum. Late in the afternoon some volcanic type thermals carried several ships very high. After D.T. wind drift carried them to the edge of the Black Forest about 2/3's mile away.

With Bedford out of it, the field narrowed to five. Round #5 began at 2:40 p.m. with Mace and Stalick first out. Bob had decided by this time that test flying near the end of a round was rather chancey and from the 2nd round on was (except for the last round) one of the first ones out. Both maxed out in a couple of hot ones. Walters, Hartill and Trego came out in rapid succession sometime later with Patterson headed up-field with nose pointed windward to

snuffle out a couple of fat risers for the troops. A short time later, Jim signaled one was coming thru and some frantic prop cranking ensued. Bill Hartill started first and laid up into the middle of the thermal and maxed with time to spare. The other two got a late start and just caught the edge of the riser. Both slipped off the rim and were down in just over two minutes. The round ended with Hartill snapping a few seconds from Walters heels, and the others not too far behind.

Round #6 saw no change in score position, everyone maxed.

Round #7, with the exception of Stalick was a repeat of round #6.

The last round began at 6:10 p.m. The scoring position was such that if either of the top two scorers (Walters & Hartill) got less than 75 seconds and the others maxed, one would be out of the running. As round #8 was called all but Stalick came out for the last official flight. By this time the thermals were few and far between. Mace decided to give it a try. He fired up and got off a good launch, but a downer got him and he was down in 90 seconds, ruining his string of four straight maxes. The rest decided to wait. Meanwhile, up-field Patterson had been sniffing his nasal passages dry to no avail. The air was all but dead. A group of horsemen appeared and galloped by eyeballing the small assemblage of motionless nuts squatting on the prairie. By this time the group was getting a little twitchy. The air stirred slightly, Hartill decided to go. Everyone else followed suit. What was a rustle of air on the ground turned out to be a respectable thermal at altitude. All three laid into it and maxed out. Stalick, the last man to fly needed over 150 sec. to get out of the basement and into fourth place. The next breath of air that passed thru, he fired up and launched. The bubble of air was real feeble, but Bob milked it for 179 sec... one second short of a max.

Recapping the days activity, Walters was out of first place only once in the second round. He regained first place in the third round and held it from then on. Hartill and Trego swapped second and third place a couple times, but from the fifth round on held position in second & third respectively. Mace and Stalick ran neck and neck most of the day until the closing rounds when both ran into trouble. All-in-all it was a good day of competition, spiced considerably by our friends from California.

Duffield, Bedford, and Zipoy again slept the night on the praire.

Sunday Sept 5th

Wakefield day dawned as cold as the previous day, fog and all. Winds were light and from an easterly direction. The weather turned out to be a near repeat of the day before.

The fog fell on us about 6:30 a.m. but began to lift about 7:30. By 8 o'clock the fog was gone and the 1st round began. Patterson was first man out with a high aspect ratio sheet wing original. After packing in the turns he waited for good air and launched. The initial power burst wing-overed the bird into the ground and jugged up the

front end. With parts of his no. 1 ship out of action, he reverted to ship no. 2 (which turned out to be as good as the first) on his second attempt he maxed out after an excellent power run.

Guinotte was out next with a low-wing design. This ship was a little out of trim initially and power-stalled on the first flight. After re-covering it settled into a slow climb, but failed to get the height required to max. Lichtenberg decided to try his luck with his original low pylon entry. This ship was a stable but slow climber. It failed to find much lift and was down in 1 1/2 minutes.

Duffield and Hermes who had been test flying most of the first round continued to do so as Bedford trotted out to try an official with his rectangular everything configuration. Len was using some rather fagged and limp looking * rubber motors (all others used pirelli) and probably could better his performance had he used Pirelli. At any rate, he wound up and launched into a slow climb that he was down in under two minutes.

With 15 minutes left in the round, Hermes decided to go with a sheet wing, tip-dihedral original design. Carl failed also to find a strong thermal and was down in two minutes.

Meanwhile, with just 6 minutes left in the round, Duffield was just returning from his last test flight and looked like he might try his first official attempt. Apparently, he had been trying the Stalick "one more test flight" approach, or "how to screw up while really trying" After quickly processing he galloped out to the official flying area and began packing in the turns. Three-quarters of the way thru the motor blew showering the by-standers with rubber lube and balsa dust. For a moment it appeared as if Duffield, slack-jawed and bug-eyed, had turned to stone. Then in a flurry of arm flapping and leg churning he sailed over to get his no.2 bird. It might be worth inter-jecting here, that the night before Duffield had mentioned he felt he might screw up sometime during the day. He recieved assurance at this point that his feeling was well founded. Anyway, with less than a minute to go, he finished winding and launched into a steep climb. After nearly stalling, it settled down to an easy cruise and finally maxed out. Both his no.1 and no.2 birds were of similar design; shoulder wing and straight dihedral.

Round #3 saw three maxes recorded; Duffield, Patterson and Hermes. Bedford pulled a Duffield in the closing minutes of the round by blowing a motor. The bird suffered minimal damage and Bedford with arms and legs flailing was off to get another motor and re-process. With the C.D. calling the countdown, Bedford did not have time to pack-in but a few turns. He launched as the round ended. The prop folded after one revolution and the bird was on the ground in 3 sec.

All but Hermes and Lichtenberg maxed in round #3. Carl fell only 10 sec. short after milking a weak one. Vic hit an inverted thermal.

Round #4 saw five maxes with all but Hermes hooking boomers.

* Brand X

After four straight maxes, Duffield bombed in round #5.Hermes luck was still sour and he fell short only by 8 sec.. The field began to string out with Patterson leading, Duffield next, then Hermes, Guinotte, Bedford and Lichtenberg.

Patterson put up his sixth straight max to lead off round#6. All the others except Lichtenberg also maxed.

Round #7 was a lean round with only Duffield and Guinotte recording maxes. Patterson bombed only slightly by dropping 8 sec. short but still held the lead. Hermes lost third place to Guinotte by dropping 20 sec. short of a max. Both Bedford and Lichtenberg flubbed.

Going into round #8, the race for the top three slots was amoung Duffield, Patterson, Hermes and Guinotte. Lichtenberg, with luck running bad, could not catch any of the top four even if he maxed and they scored zero. Bedford was within range of third place, only if all of the top four scored less than one minute and he maxed. With only 11 sec. spread between Guinotte and Hermes, Carl had to depend on Gary falling slightly short of a max and he himself maxing out. Gary however had been very consistant from the third round on with all maxes and working on sixth straight. Duffield's only chance at first place was if Patterson paniced under pressure. This was about as likely to happen as his being struck by lightening.

With thermal activity still good Duffield and Guinotte led off the round. Both maxed easily in boomers and both were assured of qualifying. Patterson was up next. Thermals were still coming thru, so he wound up and launched. The air went dead and bird was sucking for altitude. When the the prop folded the ship had good height but no air to keep it up. It was down in just over two minutes and not more than 800 feet away. Patterson had fallen just 7 sec. behind Duffield and no one was more surprized than Duffy to learn he had squeezed out a first.

Vic came outnext to fill in his flight card. He wound and waited for a hot one. A good riser started to come thru so he heaved the bird in- to the air. The wings parted as if bisceted by an axe and the fuse- lage arced over and screwed itself into the ground. After uttering a few descriptive monosyllables he went to get bird no.2 for his last attempt. This one power stalled and netted 12 sec. before the ground claimed it.

Hermes was last out with ten minutes left in the round. With half turns in, the motor blew. No damage was apparent so he replaced the motor, and waited for some air to come thru. With a minute to go a bubble rolled by and he launched to max out.

It had been a good days flying with consistency winning out. Patterson and Guinotte each scored six consecutive maxes, and Duffield totaled 7, bombing only the fifth round.

Duffield and Zipoy slept the night on the Prairie.

Monday Sept. 6th

Nordic day dawned as cold as ever, but by contrast to the previous days was crystal clear, without fog or haze. Mt. Rainer was visible and loomed largely about 50 miles to the south.

Jim Walters and no.2 child were on the scene at 6a.m. and rousted the punchy pair out of their sacks. The rest of the contestants and timers arrived a short time later and competition began at 7a.m. sharp. The winds were very light and variable during the first two rounds, blowing predominantly from the North-North-East. Later in the day they settled in from the East and East-North-East as they had the day before. Intensity was higher than previous days, with velocity ranging from 12-16 m.p.h. and infrequent gusts to about 20-25 m.p.h.

No maxes were recorded during the first round, although Bill Hartill came very close with his "Tuggy Buzzard No.1" at 177 sec.. Walters and Trego both netted about 150 sec. each. The rest were all under two minutes.

Round #2 saw four out of a possible seven maxes: Walters, Hartill Lichtenberg, and Duffield. Trego hit nothing but badness that put him on the deck in one minute. Guinotte rode a weaky for all he could get and came up just 15 sec. short of a max. Lortz couldn't find any air after running his little heart out and had to let off the line or collapse (those cigars will do it every time). He recorded 108 sec.

Duffield's D.T. timer malfunctioned during the round and failed to bring his bird down. The bird and Duffield were last seen headed in the direction of Mt. Rainer.

Five maxes were recorded in round #3. Hartill fell out of a good one and was down in just over two minutes. Guinotte hit nothing but down air for 70 sec.

It was during this round that Duffield lost his no.1 glider; although it looked like a sure goner in round #2. However, with 20 minutes left in round #3 "Bird-Dog" Duffy was seen jogging over the horizon with Nordic in hand after being gone for over two hours. He no sooner got back when he towed up again and into a volcanic thermal. The bird was seen to D.T. into or beyond the Black Forest. This time Duffield did not find it.

Lichtenberg was the only one to score a max in the 4th round.

Round #5 was a little better. Trego, Hartill and Walters maxed. The rest were under 100 sec..

Trego and Guinotte came thru in the 6th with Duffield falling only two seconds short of a max. Walters was only 40 sec. short of the mark and the rest bombed out badly.

It might be added here that the thermals were strong but very turbulent and it appeared easy to be thrown out of one. The longest string of maxes was three scored by Trego, Lichtenberg, and Guinotte.

The 7th round saw Walters, Trego, Lichtenberg, and Guinotte maxing out. Duffield and Lortz flubbed it with scores of just over a minute. Hartill managed to turn in just under two minutes. During this round Trego and Walters laid into extremely hot thermals that nearly carried them out of sight before D.T. descent after D.T. was very slow and both were seen to fall into or beyond the Black Forest. Walters headed offf across the boonies after no.1 airplane.

Trego was in a slight panic as he watched his bird sink slowly in the West, figuring it had been swallowed up forever in the Washington wastelands. He with Hartill riding point on the hood of his car headed off into the toolies in search of the needle in the haystack.

Walters returned from his search empty-handed and was forced to resort to his no.2 bird for the last round; an ancient Jetco Nordic! Trego faired considerably better. Hartill had sniffed out the location of the lost bird at the far edge of the prairie beyond the Black Forest; nearly 2 miles distant, considering they were totcly unfamiliar with the terrain this was a phenomenal feat, and less than two hours yet.

Going into the last round, Walters was on top and needed at least 70 seconds to stay there. Trego was second and needed nearly a max to prevent Hartill and Duffield from overhauling him. Duffield was one second ahead of Hartill. Litchtenberg was one minute behind Hartill and Duffield and Guinotte one minute behind Vic. Lortz had been having a few problems and would need a double max (if he were allowed that many) to catch the next closest man.

Everyone except Lortz came out as round #8 was called. Guinotte was first up and hooked into one. Using Gary as a pilot model, Duffield, Walters and Hartill followed. Walters got just over two minutes more than enough to retain first. Guinotte and Hartill maxed and Duffield fell in a hole and was down in 80 sec.. Lichtenberg went up next and found a weak riser but maxed with some to spare. Trego attempted to tow into the same thermal Vic was in, but pulled thru it. He finally found a feeble one and released. It wasn't strong enough to keep him up and he was down in 2 minutes. This dropped him to third place, but still a qualifying position. Lortz was last out and in last place. A true blue type competitor to the end he was going to give it a final try. Unfortunatelt, his luck was still sour and the bird came off the towline prematurely and he was down in 45 seconds.

Unlike the previous two days competition the place standings on Nordic day fluctuated wildly from round to round. Hartill's scores ranged between 1st and 4th. Duffield followed a similar pattern, ranging between 1st and 5th. Walters and Lortz were the most consistent. Jim was never below 2nd place and Len was never above 6th.

It is hoped that two years hence the Northwest Semi-Finals can draw a larger turn-out, both locally and regionally; as well as, drawing a large contingent from California.

The competition was hosted by the Kent Washington "Strato-Bats" Club. Official timers and processors were:

Guy Scott	Bill Bone
Dave Frerk	Clair Coltran
Norma Hermes	Al Grell
John Mace	Phil Hainer
Len Bedford	Len Lortz
Carl Hermes	

And let us not forget the contest director, Don Zipoy who was the last to leave the prairie."

"One of the most unrewarding jobs in modelling is that of Contest Director. A person willing to give up any chance of flying to run a contest of this caliber deserves the highest possible credit. Zipoy is an excellent model builder, flyer, contest director & report writer. The Strat-O-Bats wish to relay their appreciation for an exceptionally smooth and well run meet!"

Bob Duffield - President - Strat-O-Bats

Seconded by: Jim Trego
Jim Patterson
Bill Hartill of the SCAT Club

<u>Dave Anderson, Adelaide, Australia</u>

Dave flew Nordic for Australia in Finland and we had a chance to meet him again at the U.S.A. Nats and here in California as he wended his way home. Here is what he has to say in his latest letter:

"I haven't started any new models either. As you say it is not much use building power jobs until the experts make up their minds. I'll be building a new A/2 in the new year though. Either Anton Bucher's or something similar. I had a nice letter from Peter Allnutt from Toronto 'A/2 man) in which he gave me the sections of his latest model. They seem fairly well undercambered.

Ron Magill (Wakefield at Kauhava) met me on Tuesday on his way home to New Zealand. He toured around the continent after Kauhava and flew in a couple of European contests. He had quite a time. He is not going back to Europe for a long while though. He says if America holds the event in the near future he might trek across to it. Hold it in California in four years time and I'll get across to it by hook or by crook. ——"

Now that sounds like a good idea!

L'epervier - Nordic A/2 by Pierre Brun (SCAT)

Pierre is fairly new to Southern California having emigrated from France, where he was quite active and was a international F/F team member. We have him translating some of the European magazines for us.

L'epervier shown here is a good machine, easy to build but with very pleasing lines. Note the built up trailing edge and fully boxed in wing structure. Airfoils are the NACA 6409 which is rather brutish looking these days but then it makes more sense to take advantage of what we know works rather than chasing a "fad". The last time the editor saw this ship flying was about 2 months ago at Taft where it took first beating all the rest of us.

Frank Monts - Wichita, Kansas

Frank is one of the pillars of F/F in the central U.S.A. and serves an important function of restraining Stan Chilton from perpetrating some of his wilder schemes. Frank, besides working for Beech Aircraft, moonlights as a musician in the Wichita Symphony Orchestra.

Frankk checks in as follows:

"Enclosed is my $2.00 subscription for "Scatter" as per our telephone conversation last night.

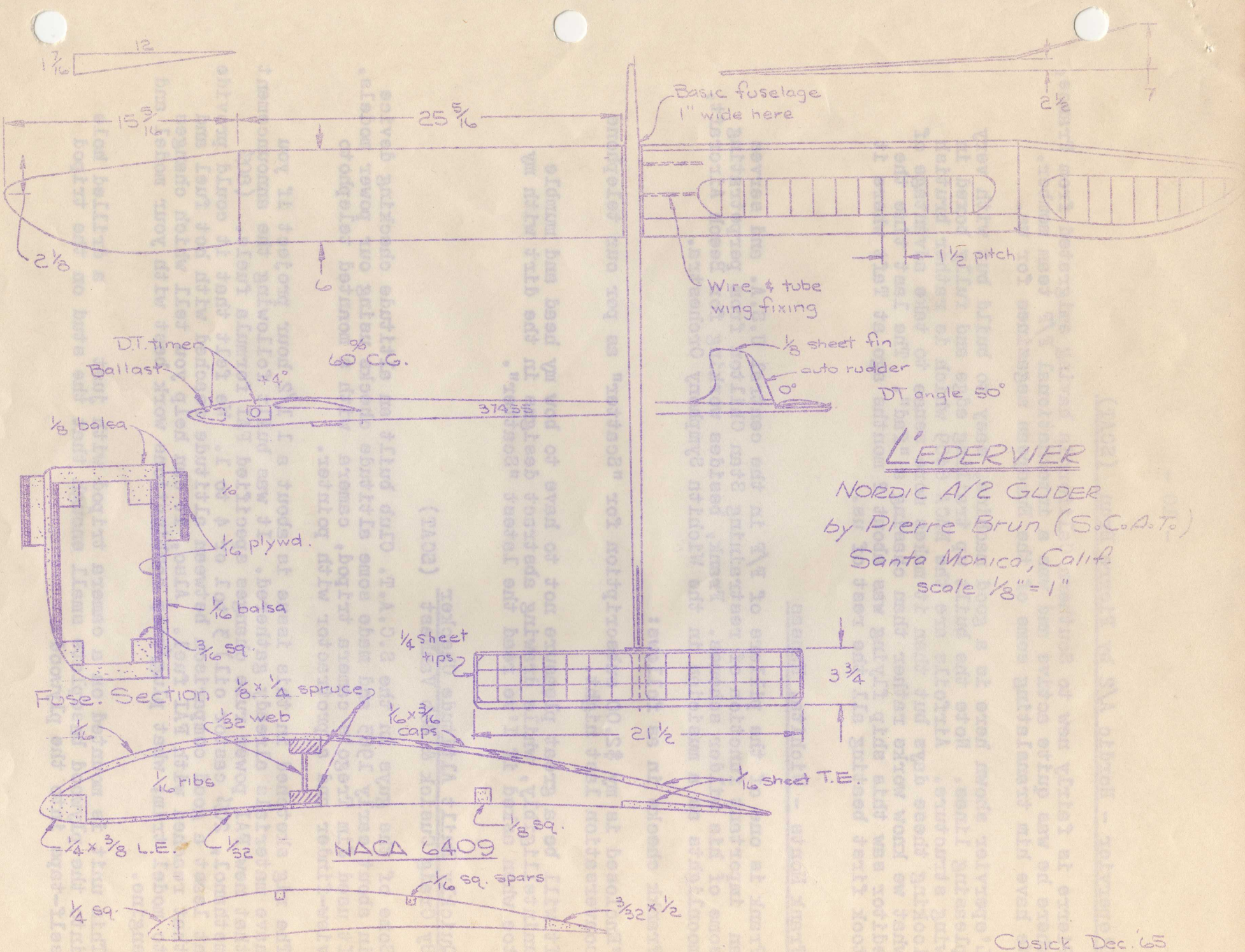
It will be a great pleasure not to have to bow my head and mumble unintelligibly, while drawing abstract designs in the dirt with my toe when asked if I've read the latest "Scatter".

Quickly Built Altitude Checker
By Craig Cusick & Bob VanNest (SCAT)

"Some of the guys in the S.C.A.T. Club built an altitude checking device in about early 1963 and made some altitude checks using our power models. It used Jim Trego's camera tripod, camera with a mounted telephoto view-finder and a protractor with pointer.

The rig sketched in this issue is about a 1 1/2 hour project if you have materials already gathered. It was built following the announcement that new FAI power rule changes specified FAI formula fuels. (80% methanol, 20% castor oil) 3 to1 or 4 to 1. We felt that it could provide at least a good comparison between altitude reached with hot fuel and that reached with FAI fuel. Also, it can help you tell which changes to model trim; what plug/prop combinations work best with your model and engine.

This unit is mounted on a camera tripod with just a drilled hole into the plywood baseplate small enough that the stud on the tripod self-taps into the plywood.



L'EPERVIER

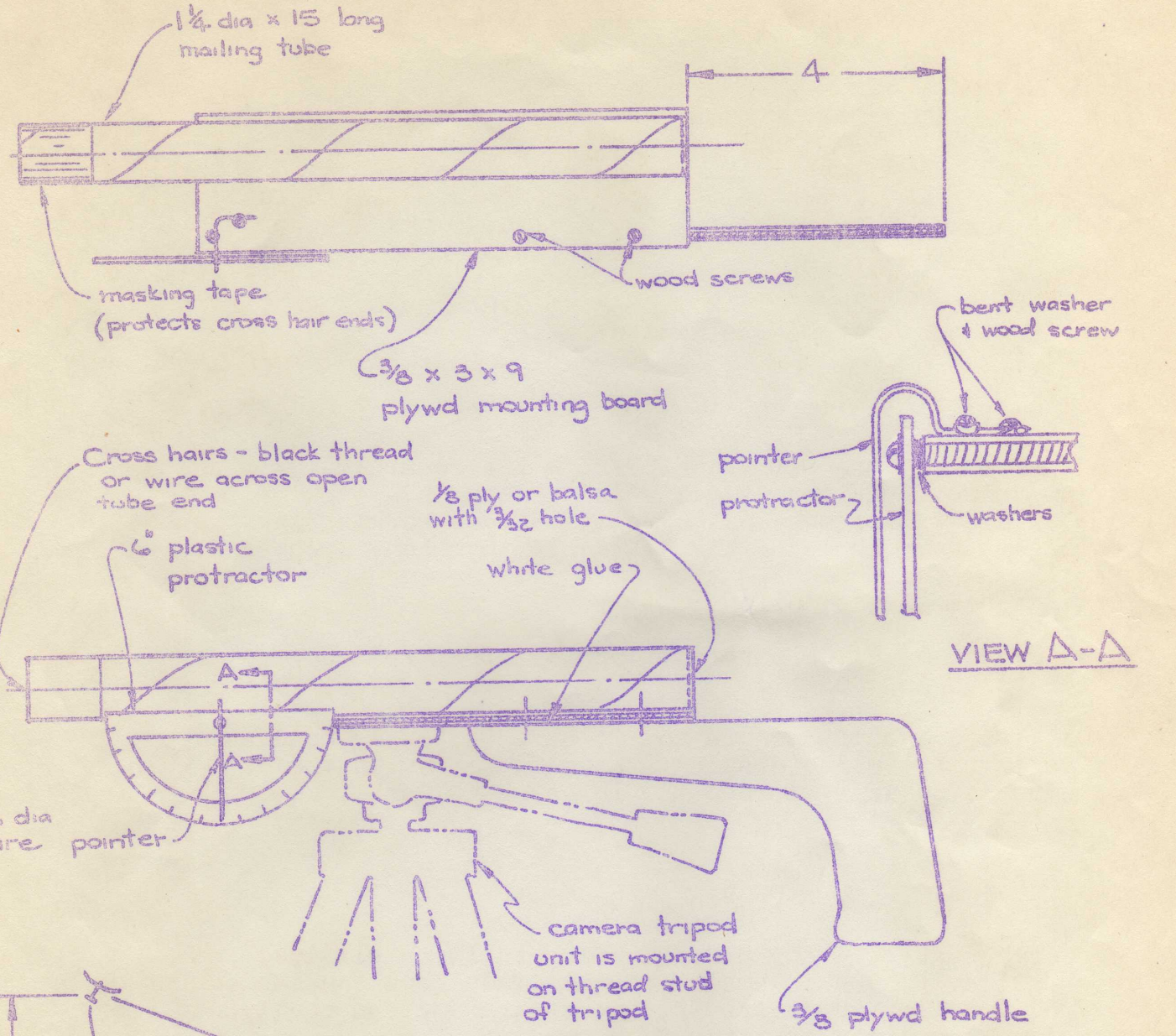
NORDIC A/2 GLIDER

by Pierre Brun (S.C.A.T.)

Santa Monica, Calif.

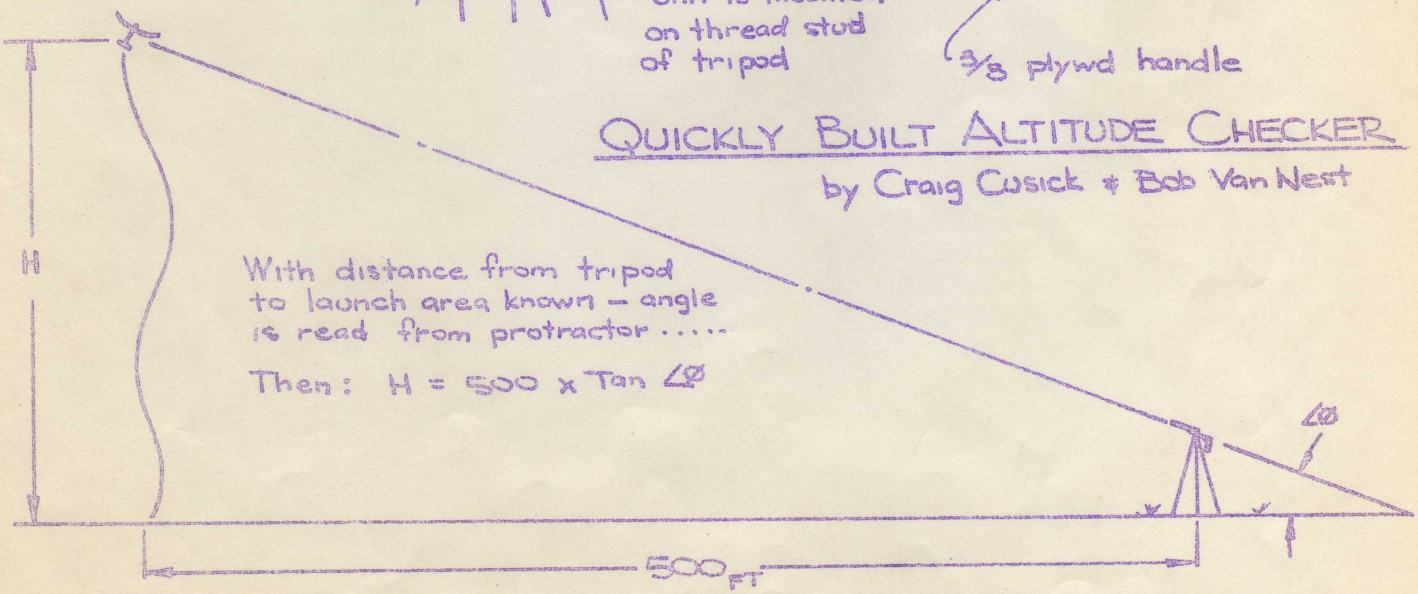
scale 1/8" = 1"

Cusick Dec. '65



QUICKLY BUILT ALTITUDE CHECKER

by Craig Cusick * Bob Van Nest



t is used, ideally, with two people in addition to the flyer. One to operate the tripod and one to check motor runs and give plus or minus distance corrections. Note that horizontal distance on ground is set at 500 ft. If the spot directly under the model when the engine cuts is further away or closer than 500 ft. this correction to the calculation should be made. In a pinch, the flyer can give distance corrections and his assistant can get motor runs with good accuracy. The protractor can be read with ½ degree accuracy, which corresponds to about 6 ft. at 500ft. distance.

It is probably most important that the same man operate the tripod throughout the test session, or at least through a given series of flights. This is so that the interpretation of the model's transition is nearly the same each time, and the readings more accurate.

The pointer must be on zero at the start of each set up, with the tube level and the flyer in the distance lined up on the crosshairs. You will have to add the height of the tripod to your readings. It is advisable to take readings in relative calm to make it easier on the guy giving distance corrections.

It is not important for the man taking readings to know exactly when the engine floods off. It is the altitude ultimately reached that counts. Some models gain 15 - 20 ft. in the transition, after the engine has stopped.

You can also correct altitude figures to about 9.8 seconds if you are over or under a few 10ths. Although the climb rate is not the same throughout the motor run, once you have an altitude for the actual motor run, you can use the average rate and correct for 9.8. Of course, if the motor run is short 2 or 3 full seconds, things could get pretty far out of hand with this method. I think we all agree that the best way to see what your model will do is to fly a series of flights under calm, no lift conditions and see how long it will stay up. Thats true, however there is a lot you can do with this tripod setup before you use up all those 3 minute flights.....and chases. Your tach will tell you which prop turns the best. But which prop is actually pulling your model better. When you find that prop, how will you know if your trim change will result in more altitude? Or if your model gets higher with a straight out & away pattern or a tight corkscrew?

We S.C.A.T.birds are having a lot of fun with this thing. We'd like to get two tripods to take readings from two positions at the same time. We can't get enough guys out of bed that early.

We also are getting some surprizes..... and disappointments.

Using the FAI fuel formula, Bob Van Nest and Jim Trego, figure they're giving up about 20% of the altitude attainable with nitro fuels. In later sessions, Van Nest figures the loss is down to about 15%. At best, this rig will only help part of your problems. You still have to figure out how to make your model glide for 170 seconds.

NEXT MONTH - - the rest of the stuff we promised you last month.