THE SCATER

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Western Free Flight Association Annual FAI Invitational

On Nov. 12th & 13th the WFFA held its second annual FAI invitational meet, this year at Taft, California. This was a gala affair consisting of FAI power, Wakefield, and Nordic A2 flown in two rounds on Sat. afternoon and three rounds on Sunday. Saturday evening a banquet was held in town at Jo's Restaurant. W.F.F.A. organization and business was discussed after dinner.

First of all let's report the contest results.

Wakefield

1.	George Batiuk	14:24
2.	Walt Ghio	14:13
3.	Ken Sykora	14:02

FAI Power

1.	Doug Galbreath	17:34
2.	Sandy Norton	15:00
3.	Jim Trego	14:48

Nordic A2

1.	Tom Hutchinson	14:25
2.	Bill Roseberry	14:10
3.	Bill Hartill	13:42

The Scat Perpetual Nordic A2 team trophy was won by a group from the "Outback" (Phoenix) as follows,

Bill Roseberry	14:10	
Jim Woods	12:02	
Les Hill	10:58	(By way of San Diego)

Trego blew it for the Scat club and has been punished accordingly. Bogart and Steckel didn't cover themselves with glory either but even less can be said for those that didn't show up.

It was really great weather with practically no drift (making thermal detection very precarious) One A2 max made by your Editor was particularly sweet. It drifted low right over the launch site while several piggy backers tried to get on. Everybody else fell out. There is a lot more to this game than meets the eye!

Really nice to see the guys from Phoenix, San Diego, Sacramento, San Francisco, Fresno and Los Angeles all together again.

In FAI power, Sandy Norton had an overrun in a fly-off with Galbreath. Sandy seemed to be climbing faster, with Doug making more noise but circling more. Broadhurst had a ship that looked like Doug's but it wasn't in trim, giving him fits. Vela is using Super Tigres again and enjoying it more.

Wakefield was hard fought with the top 3 over 14 minutes. Sykora (apparently talked Gildersleeve into not bringing a Wake) showed a lot of grim determination, waiting endlessly with his wound gum bands. Watch out you guys, Ken is getting serious!

The banquet at Jo's Restaurant in Taft Saturday night was a great success. Good to see these modellers dressed up once in a while and with their wives. After dinner the Western Free Flight Association discussed organizational matters and the need for continuing the W.F.F.A. For example it was felt that policy matters relating to F/F and FAI especially needs a strong voice from modellers to help guide our AMA. Too often we see rules and programs fumbled because of inadequate coordination, in a democratic fashion, between modellers and those we authorize to manage our sport.

It is easy enough to blame Hdq. for something we don't like but we are lax in expressing our thoughts. Lets not give Hdq. an excuse for doing our thinking for us.

By a vote of those present a three man WFFA Council was elected. These men are:

Ed Dolby	6521 N. Third Street Phoenix, Arizona
Al Vela	11807 Crystal Ave. Chino, California
Chuck Broadhurst	3818 El Ricon Way Sacramento, California

The Council will elect it's own officers and prepare a set of operating guidelines for approval by the WFFA membership. All F/F clubs in the West are invited to elect a representative from their club to work closely with the executive council in launching the WFFA on a steady and hopefully useful course. Contact one or all of the three mentioned above.

Progress and news of the WFFA will be carried regularly here in the Scatter.

We must not finish this story without mentioning the great job done by Al Vela and his club mates of the "Califas", in preparing and conducting this fine meet. The trophys were great, the field splendid, weather fantastic, contest management expert and best of all the social side of the affair went over great. All that was lacking was an outdoor beer garden at the edge of the runway. Maybe Joe will make it next year.

As a public service, "Califas" organized a work detail Saturday morning and all the tumble weeds were removed that grew up through cracks in the paving.

P. Delfeld- Model Avia- Belgium

Mr. Delfeld sent us a very interesting letter which we would like to include here:

"I read the commentary on the letter of Dick Kowalski (Oct. 1966) I will answer in French, I hope you can understand. I am not a flier myself but I can speak about the weather myself. In Europe there are many different types of weather. West Germany, Denmark, Northern France and Holland are generally flat and most of the time a west wind from the ocean blows. Localized geography modify the local weather and saffects model performance in different ways. But in general the weather is rather humid. Austria is further inland and you have to cross mountains when coming from the south. In this case the North wind which is dry, influences Austria. Because Austria is mountainous the micro-climates are rather variable due to the orientation of the hillsides. (Up drafts and down drafts are a function of hillside position and may last for some time)

In conclusion I agree that there is not a particular model or glider for the "Continental Weather." What is important

is to have a reasonable model and to practice a lot in different weather especially at different sites.

Please accept sincere felicitations and admiration for the good work of the Scatter."

Thank you very much for your compliments and comments on "Continental Air", Mr. Delfeld, hope we can be of help to "Model Avia".

Getting Started in FAI Power - Scat Club

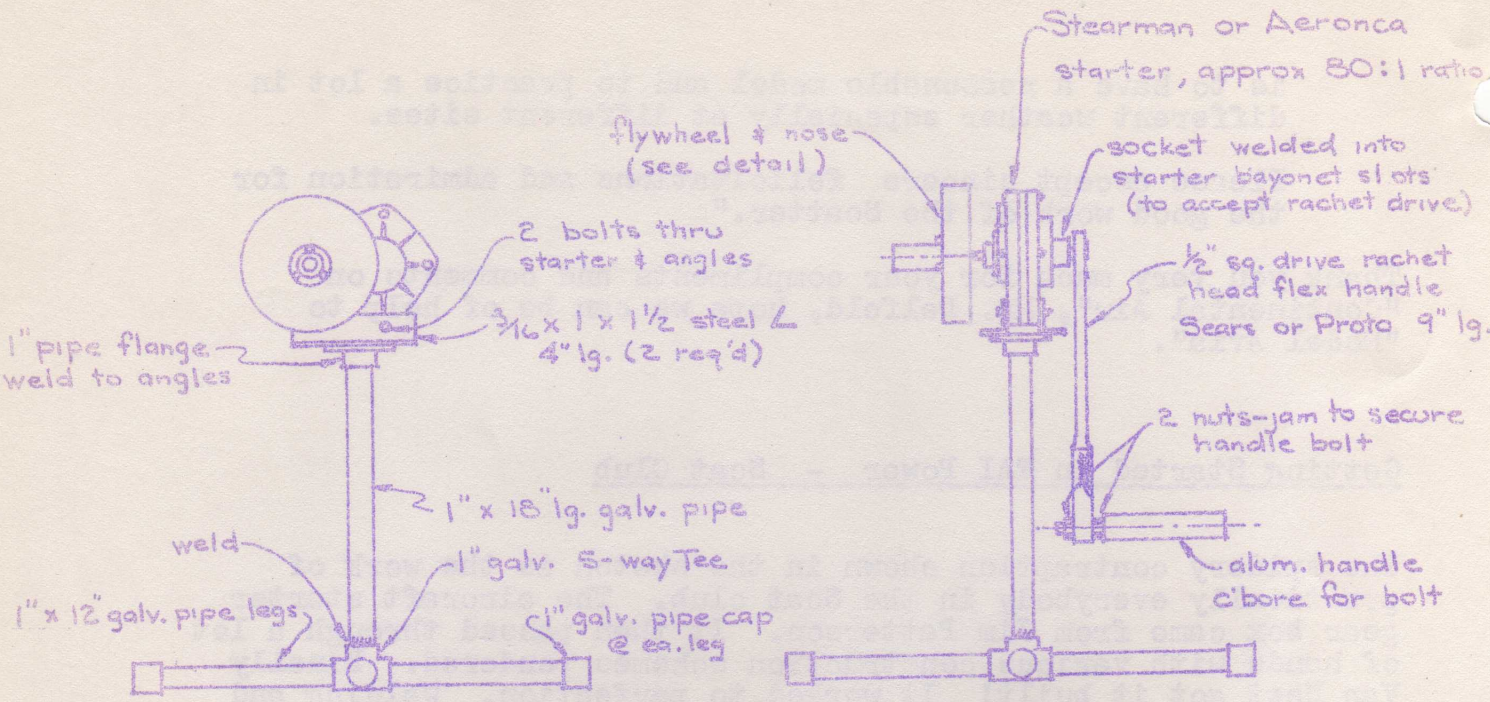
The spidery contraption shown in the sketch is the work of practically everybody in the Scat club. The aircraft starter gear box came from Jim Patterson. It then passed through a lot of hands with various construction schemes pondered. Finally Van Nest got it built! It worked to perfection. Welding and fabricating flywheel and nose, and tapping the gear box shaft were the most difficult parts of the project, Bob says. The rest is simply cutting and threading pipe and finding the fittings. It can be taken completely apart and stored in a wood box. In use the best set up has been to have the crank man(or boy) stand on two of the legs to steady it. The flywheel is brought up to speed as the thermal builds and the flyer having placed one foot on one of the legs, gets ready for action. This unit did a fine job for us at the Bong Central Flyoff and also at the WFFA invitational. Another trick is to wind it up when a downdraft approaches. Surprising how many can be succerred into it. It makes a very dramatic whining sound.

The gear box can be found in surplus stores and is a standard unit used as an auxiliary manual energizer for electric inertia starters on a wide variety of Air Force prop planes. It fits into a socket provided on the outside of the nacelle or in the wheel well, and is withdrawn after use. A big two hand crank is used with it. (All this description is for you young kids who don't know what a prop job is)

A word of caution - Don't crank the wrong direction. At high speed you can't see the difference and the engine won't start, ask the Editor! It helps to use the big acorn prop nut available from Super Tigre.

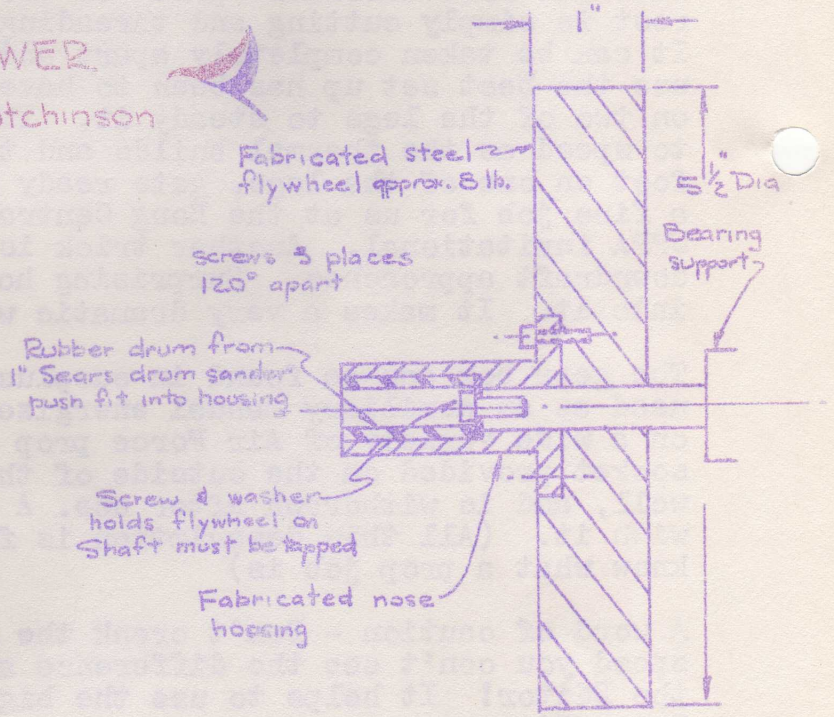
Cliff Montplaisir - Pennsylvania

Cliff, who has been on some pretty hot U.S.A. Wakefield teams back in the 50's has snapped back again from wherever it was he



GETTING STARTED IN POWER

by Bob Van Nest and Don Hutchinson



FLYWHEEL & NOSE

was hiding and has the following to say:

> " That Bong Bust was a real fun thing for me ---- After being out of this model madness for about 7 years. I enjoyed every bit of it and surely hope I can sustain this enthusiasm for some years to come---
>
> I have now dug out all my old Scatter issues and am enjoying them all now much more than the first time. I wonder, do you fellows still put out that piece? ? ? "

Well the editorial staff is proud that we might have had something to do with getting Cliff back and we really try to keep this crazy thing rolling, in spite of the way it might look!

Southern California Contest Trail

As the whole world enviously knows, the flying weather in Southern California is unmatched anywhere. We must admit this is so but this is not to say that there are no down-drafts here. As a matter of fact, by eliminating wind, cold weather, rain and rough terrain, one has a chance to come face to face with down-drafts, that would have gone unnoticed in a more hostile environment.

Well anyway several outstanding meets have been held that we must report on:

San Diego Orbiteers Annual Elsinore, California October 22

A great meet, run superbly by a swell bunch of guys at a great site. Two days were spent on the lake bed with some of us camping out while the tenderfeet stayed at the boon-docks motel.

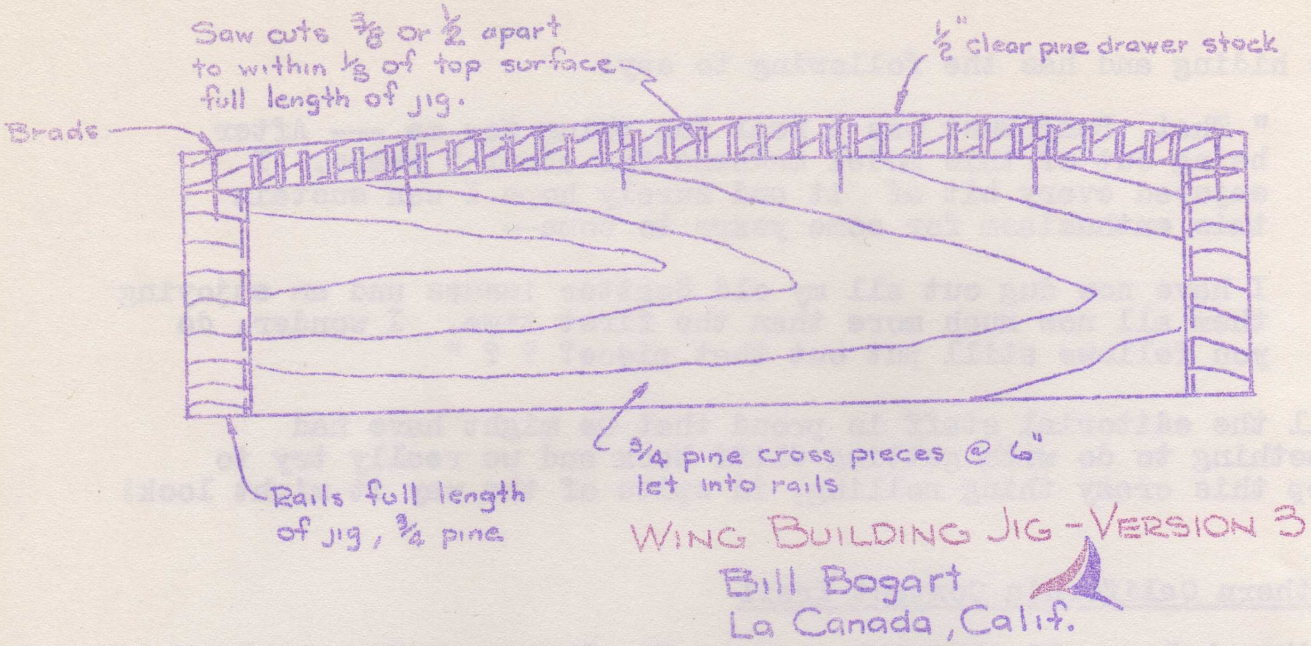
A-1 Towline Glider

*	1.	Marty Schroder	14:50
	2.	Rodger Jensen	10:47
*	3.	Mike Charles	10:27
	4.	Dave Lambert	9:59
*	5.	Billy Hartill	9:07
	6.	Ross Steckel	

Those marked with an asterisk are Juniors!

A really remarkable performance by some enterprising boys. Now what was that about a junior problem?

Ed Dolby maxed out in rubber and Ed's boy Dick (a Jr.) took 5th place.



WING BUILDING JIG - VERSION 3

Bill Bogart
La Canada, Calif.

The weather at Elsinor is always pleasant. Warm, calm, sunny, but the downdrafts and updrafts are very earratic and unpredictable. Flags 50 ft. apart can be blowing toward each other.

Wing Building Jig - Version 3

Bill Bogart and Bill Hartill should probably share the credit for this version of the wing jig. Bill Bogart began with Hartill's idea of the unit, which consisted of strips of pine nailed along the frame and across the cross braces. This takes a bit of time and is tedious, although rewarding. Mid-project, Bogart wondered if there might be a simpler and/or faster way to get nearly the same result. He remembered a method his father had once used to allow one to curve a piece of solid wood around a gentle radius, that is by saw kerfing the inside of the radius. This method was used in furniture and cabinet making when modern was in vogue in the late forties. The sketch is self explanatory. Framework is much like the wing jig in our Jan. '66 Scatter. The pine drawer stock holds pins very well. A bit of sanding is required to take the slight rise off the top of the work surface where bend occurs above the saw kerfs. Predrilling the top for a very tight fit for the brads may help keep the wood from splitting. Note that brads are placed where the wood is solid, rather than over a saw kerf.

Flash News - F/F World Championships for 1969

Word from our correspondent Cor. Burger, Amsterdam, Holland, is that the site for 1969 will be either Spain or France. So get ready now!

U.S.A. F/F FAI Committee

As reported previously the administration of F/F FAI competition affairs in the U.S.A. has now lapsed into a new stage. All appearances point to a"we know what is best for you" attitude by the governing body. Dried up are the avenues of communication previously served by the FAI F/F Committee system.

We were upset before when the Executive Council, meeting in closed session and without seeking the council of FAI modellers, established rather unusual FAI administration rules. But now we are sort of flabbergasted that not even those rules are going to be followed. Whats a body to put his trust in these days?

Ed Dolby has been looking into this situation and his report which follows reflects the thoughts of the Scat Club on this subject also.

" As one of the three man committee voted to conduct the affairs of the WFFA it was my responsibility to keep abreast of the activities of the AMA FAI-FF committee.

With this in mind the following is a report of the progress of the 1969 team selection program.

No committee, as such, has been formed. Overall FAI administrator Maynard Hill has bypassed appointing a committee, and made Floyd Miller the 1969 FF administrator. John Worth described this action, "due to lack of time". I can only guess that it was assumed in some circles that because the team selections just completed was so successful that no future changes need be made. By the way, Floyd Miller is also the 1967 team manager.

The start of the new program will appear in print shortly in American Modeller. It is expected to follow the lines of the program set up by the last committee, of having local trials in selected areas during late spring and summer of 1967.

Former competitors, and many interested persons received a questionaire a month or two ago from Floyd Miller. If we all had hindsight and had known there would be no regular committee to act as a sounding board for ideas and suggestions, then more of us might have placed more importance

on the document, but after having a committee to work through for the last 15 years, I guess many of us just assumed this fine tradition would be continued.

The executive council did set up a procedure to be followed, and it included appointing a committee. The old worn excuse "lack of time", has been trotted out to cover up for Maynard Hill, who has been remiss in his duty by not appointing a committee and allowing it time to function.

Now that AMA itself has breached the guideline set up by the council, perhaps we should examine some of the other guidelines. The council stated that after the appointed committee had firmed up a program, they were to be discahrged and the chairman or administrator would administrate the program. It was stipulated that the administrator could not compete in the program. It would seem from this that most of the qualified people would be eliminated from this post, and would at best leave scant few to select from. It would seem prudent to ask the council to examine their position on this, and either insist they be enforced, or modify them to fit the actions.

Let's consider, for a moment, the effect of having a committee. If the team selections just completed were so perfect that nothing else really needs consideration, then please be reminded that it was the committee that formulated the basic structure of the present system. Where would this program had been if last time out the AMA had bypassed appointing a committee. I am sure none will agree that we have the ultimate program, to agree we have is like putting your head in the sand. The reason for the committee is to hear and discuss new ways of doing things, and to vote on an acceptable system. We now have one man doing this.

Therefore gentlemen, like it or not, we are locked into the present program. There ought to be a lesson in here some-place. I guess the thing to do is to all work together and strive for a large active Western Free Flight Association which is unique in the fact that it is the only organization set up to promote FAI-FF flying. So, to get, "a better voice for western FAI modellers", let's all make the WFFA a strong group, with a strong voice to better cope with future situations which are bound to arise."

"Note:
The views and comments expressed here are that of the above named and do not necessarily represent any official views of the WFFA."

Random Notes

Bob Van Nest has been steadily working along getting ready for the World Championships. Bob is a steady methodical worker who continually looks for the right way to build things and then goes ahead and builds them. He has made a cardboard mock-up of his planned model box to check out how everything will fit. No question about Nordic fliers having it a little softer when it comes to packing their gear and dragging it half way around the world.

Al Vela's garage is a very interesting place to visit. He has a boat under construction that practically fills it. Umpteen coats of paint, hand sanded by Al and all glassed. Al has two Wakefields near completion. Quite good looking as is typical of all his work. Lying in a corner an ancient artists palette and it looks better than a lot of expensive paintings.

Guess what? We all went to Sepulveda Basin this morning to do a little testing and it was too windy to fly. The field itself is in great shape though after we cleared off the trash, a few weeks ago. The grass has been mowed and it is nice and level, green and soft.

A 3 way team challenge is to be flown at Yuma, Arizona on Jan. 14 and 15 between Scat, Phoenix and San Diego Orbiteers. Events are Wakefield and Nordic. Dolby is organizing this and the interesting part is that none of us have ever flown there before. Yuma was picked because of its "half way" position between the three adversarys. Two rounds are scheduled for Sat. afternoon followed by a dinner and social hour. Next day three rounds and fly-offs (naturally). Tell you more about it next month.

Next Month

Magnificently detailed drawings of the innards (and outers) of Hartill's completely self contained, outwardly enclosed and automatically inwardly retracting Nordic A2.

(And several genuine surprises!)