

FAI Team Selection for 1977

OFFICIAL WORD on the First R/C Sailplane World Championships to be held in South Africa should be available by the time you read this. Lead time doesn't permit that announcement in this column, but hopefully South Africa will be hosting the event in April, 1977.

In the meantime, we, the U.S.A., have all of 1976 to select the best three fliers to represent our country. A proposal which was drafted by Otto Heithecker was adopted last July by the N.S.S. Board of Directors. This proposal, in essence, says that Quarter-Finals are to be run anywhere in the country during the month of May.

Semi-Finals would be conducted during the July 4th weekend in six areas of the country. The finals would be held in September over the three day, Labor Day, weekend.

Jim Simpson is heading up the FAI committee, and this group is aiding in formulating the contest schedule. The raising of funds is a most important task, and details for this will be spelled out in a later "Soaring Column."

Who can compete in the qualifications? *Any* AMA member who also has an FAI stamp. If, when you renewed your AMA license you didn't purchase the stamp, send a \$1.25 to AMA Headquarters now. Get it before the season begins.

The proposal by Heithecker further recommends that an individual may compete in any two Quarter-Finals with no restrictions as to locale. To qualify for the Semi-Finals, a com-

testant must have at least 80 percent of a winning score. The contestant may select any of the Semi-Finals in which to fly. This would allow the possibility of coordinating vacation, business plans, etc.

The Finals would include the "cream" of the Semi-Finals. Thirty-six contestants would be named, and the number from each Semi-Final contest would be determined from a formula that takes into account the number of competitors. (It could, but not necessarily, be six from each Semi-Final contest.)

In the Finals, three days of competition would include at least two rounds of flying each day with each round being made up of the three FAI tasks. That's six flights—at least—for each contestant each day.

Already some clubs in AMA Districts VI and VII have agreed upon a tentative schedule with these same clubs sharing the work load at a particular contest. Two quarter-finals—one in Fort Wayne, the other in the Chicago Area—are already scheduled. The Semi-Finals for the district are slated for Fort Wayne.

A point to be emphasized: Clubs need not take the sole responsibility for running an FAI event. If it is beyond the efforts of a single club, why not team up with other clubs from a general area and share the load?

At a recent contest in Fort Wayne, several clubs decided just that. It was further decided that no trophies need be awarded. Expenses would be kept to an absolute minimum. Main objectives would be: 1) to manage a contest of high caliber and, 2) raise revenue to help finance the team to South Africa.

This program for the summer will have to be a maximum effort by all of us in soaring. For years, our sport has held only a provisional status in world competition. In 1974, the status was raised to "official." During our "provisional" years, two contests were held involving international competition. One in 1971 in Doylestown, Pa. The other at Lakehurst, N.J., in 1974. Both contests had a caliber of competition from a dozen countries that said soaring was ready.

Let us all support the program as outlined by Heithecker and administered by Simpson. If FAI competition isn't your kind of flying, then perhaps you can offer support in the running of contests or in the raising of funds.

John Nielsen has been appointed by Simpson to act as finance chairman. John's goals are high—as they always are. And the goals are to send the best three RC Sailplane fliers—without compromise, and without a financial burden—to compete with the rest that are among the best in the world.

FAI stands for Federal Aeronautique Internationale. FAI also are the first three letters in faith and failure. With a mild amount of the former we'll avoid the latter.

A Trend in Scale

The RC Soaring Nationals and the LSF Tournament saw an abrupt drop in the scale event from the previous year. While the number of "museum pieces" was about the same, are these objets d'art becoming a discouraging factor for most of us "hackers"? The new rules seemed to average out the craftsman and flier by providing a maximum of 50 percent of a

continued on page 70



A well pleased Andy Zoph, poses with Alpha at the Chicago Expo 1975 where he took first place in the Sailplane Category. S.O.A.R. member.



Above: Dennis "Doc" Hall with his second-place winner at the Chicago Expo. Another S.O.A.R. member. The plane is a Schul Glider—in full-scale it was an early type German trainer. Below: Three Happy contestants—even though they didn't win anything at L.O.F.T.'s "Cash Bash" in Fort Wayne: L to R—Gordon Pearson, Jim McIntyre, and Earl Pell.



"FOR FUN FLYING, FLOATER IS HARD TO BEAT!"

"I can now report my flying experience with my FLOATER. Since I am a sport flyer, rather than a contest entrant, I can't tell you of great contest successes. However, for fun flying, the FLOATER is hard to beat. It has outclimbed and outflown just about everything at our local field. I have lost track of the number of approximately half and hour flights I have had, and have two 2 hour flights in the evening. --My first impression on the first test flight was what delightful handling characteristics it had. It has been flown in some violent thermal conditions and yet is docile enough that I am using it to teach my eight year old son to fly."

Span: 110"
Length: 48"
Area: 6sq. ft.
F/S: --16 oz.
Wing: 18 oz.

Wing Load
7.3 oz./sqft

Flat Bot. NACA 6409

A FLOATER flyer from Bellevue, Wash.

\$44.50

At your dealer or
direct, Postpaid.

Send Stamp for Literature

Jasco Box 135
Northridge, Cal. 91324

RC Soaring/Pruss

continued from page 16

perfect score each for scale fidelity and flying. This was proven at the 1975 LSF Tournament when Ken Wagner with his not-so-museum-like Libelle took top honors. Don't be misled. Ken's efforts resulted in a most beautiful plane. It just wasn't of the Gier, Hall, Pearson, Thacker school of detailing or, as the guy said when asked if it wasn't a difficult task making a wheel chair for his trained flea act that was putting on the play *The Man Who Came to Dinner*, "No, but putting those tiny ball bearings in the wheels was." It should be realized that in soaring, as in other aspects of modeling, certain individuals gather as much pleasure—even more—in building as in seeing it perform.

These craftsmen produce so that we all might enjoy.

One shortcoming for their efforts is that for so much detail to be evaluated, it takes the scrutinizing eyes of the most competent judges, a breed not found at every sailplane gathering. As a result, only the largest of contests can provide for this elite group of sailplane builders. This in turn tends to further refine the art and reduce the number of entries to only those that are capable of turning out a model in less than a year's time.

Last July a suggestion was made at the N.S.S. Board of Directors meeting that was to encourage a simple formula for more scale competition. This suggestion was for an event—without a long drawn out rules wrangle—for scale, whereby any club holding a sailplane contest could also have an event for scale.

Chet Tuthill from Tullahoma, Tenn., came up with a set of proposed rules that are surely worth trying. His suggestions:

- 1. Number of Models:** The contestant will be allowed only one entry in RC Sport Scale. This is in addition to any entry he may make in any other sailplane competition during the same contest. The same plane may be entered in more than one event; however, only one flight per round will be allowed, the score for that round being applied to both events. If the contestant enters one plane in scale and another plane in the regular competition, he will fly both planes in each task. However, all points achieved with the scale sailplane will apply only to the scale event and all points from the other plane will apply toward the regular competition score only.
- 2. Special Contest Consideration:** Where contest size (i.e. number of contestants and/or size of sponsoring organization) make it advisable, aircraft entered in the Sport Scale category may be required to fly during the rounds of regular competition. If the contestant has also entered a model in the regular competition, he shall be allowed two flights per round, one with each model. At the discretion of the Contest Director, the contestant entered in the Sport Scale category may not be required to fly in all rounds each event but all Sport Scale entrants will be given the opportunity to fly during the same rounds. The pre-contest announcements shall stipulate when Sport Scale is to be flown along with regular competition rounds.
- 3. Proof of Scale:** To prove that the model resembles a particular prototype, some proof of scale material is required.

a. Proof of Scale is the responsibility of the contestant.

b. To be eligible for Accuracy of Outline points, a published three-view drawing (line, tone or color), or a selection of photos of the aircraft modeled sufficient to show the outlines of the aircraft in side view, front view and plan view, is required. Even if a three-view is available, some photos of the airplane are very useful for the judges and should be provided, if possible.

c. To be eligible for Finish, Color, and Markings points, some proof of the color scheme used is required. This can be a photo, some other pictorial presentation (as: magazine cover painting, IPMS color

diagram, plastic kit coloring guide, etc.) or a detailed written description from a reliable source. A "Profile" or similar publication is an ideal proof for both outline and color scheme.

d. If no proof of scale material accompanies the model, only Craftmanship and Flight points may be awarded.

4. Static Judging:

a. Static judging shall be done at a distance of 20 feet from the model. It is recommended that a 40' diameter circle be laid out and roped off. The model is then placed in the center for judging with the judges free to circle the model with the rope as a guide for the 20' viewing distance.

b. Details not deemed visible in flight are not to be considered in scoring the model.

5. Static Scoring: 100 point maximum may be earned as follows:

- | | |
|---|--------------|
| Accuracy of Outline
(General Impression) | Max. 40 pts. |
| Craftmanship | Max. 30 pts. |
| Finish, Color & Markings | Max. 30 pts. |
6. **Bonus Points:** 10 points bonus shall be awarded to the contestant if the model entered is his own design. As proof the contestant should include his construction drawings in the scale presentation.

Presently, there are many scale sailplanes on the market that would fit into Tuthill's proposal. Soarcraft's and Windspiel's lines of scale kits surely can be considered. Most of their models are of the glass types which go together in a straight forward manner and an advanced course in "creative chronography" isn't required. There are other imported kits that also meet Tuthill's proposal. As a club contest, why not hold a Stand Off Scale contest? Building a scale model could be a worthwhile winter project.

Shortlines: for LSF cross-country work—where an open top vehicle isn't available—a technique found to be most successful is this. Plan your flight, usually drifting downwind with a thermal to the goal then head back upwind for the return. With that in mind, have a car ready to go in the downwind direction. Predetermine who will drive and act as witnesses. As the flight develops after launch, fly the plane favoring the side of car on which you will be sitting. Get into the car—the window should be rolled down so you can maneuver your transmitter and antenna—while the plane is still at a comfortable distance and begin to follow it to your goal. At the goal, get out of the car, steer the plane on a proper return course—again relative to where you will be sitting and proceed as before. . . . At your next contest provide a 1.5-meter circle inside of a 3.0-meter circle. Award points as you see fit. The circles provide an instant reference for those working on LSF Levels I and II. Ray Hayes and L.O.F.T. tried this at a recent contest—had good results. . . . New heavier spars— $\frac{1}{8}$ " \times $\frac{3}{8}$ " are in the new Soarcraft Magnum 12. The spars are much heavier than those in the prototype models. Overall, the wing is quite a bit "beefier" and should withstand even "midwest" type launches. . . . New tow-hook called "Fly Hook" by Glider Guiders, Phoenix, Arizona. Hook is fully adjustable—heavy steel rod but lightweight. . . . Soaring clubs send, or have your club secretary do it, club name and address—on a postcard; include the number of members in club. Mail to: Dan Pruss, Box 490, Plainfield, IL 60544.

Semco manufacturers more than 280 accessories for modeling. Send 25 cents today for a catalog describing all of these important items.



MODEL ENGINEERING, INC.
14 WATER ST., WALTHAM,
MASSACHUSETTS, 02154

PEANUT SCALE!



PLANS • KITS AND
ACCESSORIES

Complete catalog 50¢

Pect-Polymers

P. O. BOX 2498 - AM
LA MESA, CALIF. 92041