THE SCATTER

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U.S.A. NATIONALS

There are some modellers who look down their nose at the Nats as if they couldn't be bothered with the "Country Fair" atmosphere. Not serious enough they say. Well happily there are very few of these people around. We have just come through the 32nd Nats and all of us here at the SCATTER hope they continue on for a long long time.

First of all we contestants wouldn't be contestants without the Navy as host. And what a host! For one week the U.S. Navy provided a hanger for thousands of feet of work benches, an airport with a 10,000 ft. runway open to models from 7:00 AM to 7:00 PM, parking areas, mess hall privileges, club privileges, swimming pool privileges, barracks privileges, PX privileges, dispensory, weather reports, retrieving vehicles, buses, a huge blimp hanger for indoor flying, and a lot more things that are just too numerous to list. But best of all, the Navy provided the personnel needed to actually run the contest. First of all the Navy provided full processing crews in the hanger each night. These sailors quickly got into the swing of things measuring Wakefields, Nordics, FAI power jobs, checking ROW floats in a tank, and so on till 10 PM each night. Of course, the lines got long some times but it seemed that only the very few contestants that complained were those that had never once volunteered to process a model in any contest. The Navy processors were quite capable and appreciated arrival on the scene of the SCAT 30 cup coffee maker. To show their appreciation my class C ROW got stamped "unlimited rubber". As it turned out I didn't get to fly it in rubber or ROW for that matter.

Out on the field the constant prevailing drift made it possible to set up two free flight control areas at the head of two very long parallel runways. As it worked out one area had gas powered events all week while the other had non gas powered or specialty events. This worked out well because the Navy crews were assigned to the same areas and got good at what they were doing. Each area had an AMA event director and working for him were navy timers, processors, recorders and special police.

On Tuesday, flew B gas with 600 sq. in. Godzilla and Dooling 29. Did 15 minutes without working up a sweat and then poof, 4 minutes for the 4th flight! This put me in about 98th place. Started out the week crestfallen and then things got worse. Some of the SCAT boys flew A-1 but I don't have their stories in mind right now.

Heard that somebody was flying a "Ghost" in A-1 and was all set to sue the Jetstream crowd for the $100 if he won.

Wednesday was Wakefield and 1/2A gas. I enjoyed myself as Wakefield event director--not I hope at the expense of too many contestants. Joe Bilgri got away all right on a flight for about 20 seconds. Then BRAACK!! The rear rubber hook let go! Could it be that Bob Hatscheck was at that very moment sticking pins in a Joe Bilgri doll!

Mr. Smooth, John Lenderman from Santa Clara, Calif., proceeded to max-out with Reid Simpson of the USAF team. The progressive fly-off was scheduled for 4:00 PM so in the meantime John put up some extra flights to rack up a new record of about 25:36. John made these flights with his #2 ship which had prop-tracking problems. For the fly-off John flew #1 very impressively. Simpson, flying a Hatsheck design seemed to have a bit of stall and didn't make it. John's ship was featured in the June SCATTER. We got Craig to make a sketch for John's record application a copy of which we made off with.

Jim Patterson pulled up third, and Bob VanNest 5th and Bill Schnobrich I believe was 6th. These 3 all flying Patterson's design.

In 1/2A gas Bob Wiehle flew his "thing" with beautiful flight patterns all the way for 15 minutes. Then with a 3 ft. fuse stalled out at 6:34 on his 4th unlimited flight to gain 4th place.

Trego had a 1/2A version of his "Snicker" FAI and he thought he had it in the bag. This due to the mess hall having something called a "snicker-doodle" for breakfast that morning. Later his story was, "it ruined me"!

In the hanger that night Max Ripken from Baltimore had his wild Mongoose. As you know the Mongoose is a very vicious animal of the rodent family. It's fame comes from its fearlessness and ability in killing cobras! Max had his Mongoose in a small cage half of which had a wire mesh over it so that you could see part of the furry little critter. As a whole bunch of guys crowded around to get a better look (well you can expect almost anything at a Nats) Max accidentally tripped the heavy spring loaded door to the cage. The door loudly banged open with the wiggily furry thing flipping out with it. When the dispersed crowd came out of their hiding places and returned they found---a fox tail!

Thursday was busy with A gas and A/2 Nordic. Put VTO pegs on Smokey the Bear, FAI power ship (June 63 SCATTER) and ship flew great for two maxes. 3rd flight didn't make it though so over to A/2. Made a test flight with Tuggy Buzzard (this issue) just to see how the air was. Timer was set for one minute but it never D.T.'d! I chased it in the MG several miles off the base but lost it in the clouds. Pulled out the #2 ("Snooper", 8 years old) and made two official maxes. Then on third official ship was circling nicely very high in a thermal. Things got too violent though and it spun into the concrete for 2:58. Bob VanNest scooped up the pieces and threw them into the pick-up and brought it back.

Meanwhile I was told that my #1 Nordic had been found, returned and was at lost and found in the hanger. Went and got it and checked it over. Naturally the tail was popped and I could detect nothing wrong with DT system. Checked it several times and it worked. Flew it for the 4th official and maxed. This time chased it with Gildersleeve driving and me with unflinching eyeballs on the model. Somewhere along the way Dick had to drive behind the base parachute loft and I lost it. We looked all over hell and back without luck. Some of the guys thought they saw it DT but not sure.

Well, there I was. Sam Belcher had high time with 14:58! Another max would tie things up. Went back to the wreckage of #2. There was one hour left to fly.--Rear fuselage was broken in half, nose section with lead was gone (VanNest couldn't find it). Right wing at plug in was confetti with nothing substantial to start with. Left wing was all shattered, but in one limp piece. There was other assorted damage that I don't recall. Well we started out with Epoxie. However, it didn't set up quick enough so wiped it all off with butyrate thinner. Tried again with "Instant Grip", 6" wide balsa sheet, magic mending tape and pine. Mainly through memory, reconstructed wing. Taped fuselage rear, taped lead to nose. Eureka! Ready to fly. (What a mess). No time to test glide etc. Was pretty windy by then. Towed it up, or started to but it would have none of it. Threw the reel at the model in a gesture of futility.

Congratulations, Sam.

Our SCAT senior member, Larry VanNest won A/2 Senior. Craig Cusick put up 5 maxes in a row only to find out that one of them had never been recorded! This occurred due to a mix-up involving switching launchers. The timer saw the first launcher walk away and thought he quit. Craig made another flight after doing a lot of patching (He had been spun in by a dust devil on launch) but didn't max.

Friday brought FAI power and FF flying scale. I had a great story for this event but ruined it on the last flight. First flight easy max. Second flight I short fused! Yes, Hatsheck, it finally happened! Then 3 and 4 were maxes. On 5th I leaned out too much--contest nerves, and did less than 3 anyway. (This was with Smokey the Bear). Meanwhile Robert Cherny, Al Vela, Craig Cusick, and Roger Simpson maxed out.

A progressive fly-off was held starting at 5:00 PM. The first round went as follows:

Cherny	3:30 +	(Cox	16,600)	thermal
Cusick	3:13	(Cox	16,800)	Dead (10% fuel)
Vela	3:30 +	(Cox	17,200)	
Simpson	3:30 +	(S.T.	16,400)	

Second round:

Cherny	4:00 +	
Vela	3:22	Tie
Simpson	3:22	

Cherny then went for a third flight for a record attempt and did less than 3:00.

Simpson and Vela flew off unlimited to settle second place:

Simpson	6:13
Vela	5:47

The climbs of all four were quite impressive. The discussions about engines were very interesting. Some of those that were using Cox's said they had Super Tigres that were better. Heard a lot about "improvement" techniques for S.T. Surprisingly, haven't heard any way to improve the Cox. Would like to have more to report on this subject:

Well anyway SCAT didn't do too bad in FAI;

3rd	Vela	21:52
4th	Cusick	18:13
5th	VanNest	14;53

Someone thought I was 6th but I doubt it. The next day, Saturday, had ROW gas and unlimited rubber. Gildersleeve was a little late dragging himself out of bed and over to the mess hall. Seems as how he and Bill Roseberry from Phoenix had gone down to Long Beach to take in one of the shows. Says the girls were all beginners. Bill says he went along as chaperone.

Had new floats all installed on Godzilla with Dooling 29 replaced by Fox 35 Combat special. On the way out to ROW pond stopped to make a test flight over grass. Ship augered in directly from hand launch! Mess. Sat down amid wreckage and stuck all the bits back together. Couldn't finish repair job that day for ROW.

Flew rubber for 3 minutes on first flight. Manny Andrade already had 15 minutes. I quit. Manny later did about 15 minutes more for a new record. Went over and watched ROW. Unfortunately the pond was small and dangerously close to power lines and transformers on poles. Quite a few ships had their wings sheared off to have the fuselage tear on upwards.

Witnessed some other spectacular crashes of "name" fliers that whomped them in. The Navy enjoyed this one, at least the ones that didn't get hit.

The youngest Bell boy almost sunk out of sight in the mud. He was doing all right until he got some bad advice on which way to point the model.

Saw Hal Cover zonk out in the water. When he brought it back to land it had half the prop stuck through the front float.

Saturday night was spent completing the rebuild job of Godzilla. Diagnosed the trouble as follows: ordinarily sub rudder tab must be bent over about 1/8" for right turn. With float added to sub rudder, got end plate effect making rudder tab more effective.

Sunday was every ones last chance--C gas and jetex. Had another and final fine breakfast in the mess hall then off to the field. Godzilla flew great, maxing easily in the good air. Second flight, for some reason thought I had opened the needle valve 2 turns so closed it 2. Well I must have imagined it all since it ran too lean, real ragged. Didn't make 5. Third flight was easy 5 again, and that was it. Since weather was so good and plenty of time and field available decided to make some test flights. As it turned out a very unfortunate decision. After a couple of good flights must have reached the limit of something for it flattened out, rolled to right twice and came down on the hood of a car in the midst of several small children. One child was cut severely on the arm. Last word I had was that the boy would not suffer any permanent injury, for which we are all certainly thankful.

The car was parked in the specified area, I was flying from the specified area, in fact from the opposite side of the wide runway. Other models were being launched much closer to the cars than I had. All of which proves that cars (and spectators) and models don't mix. It would seem prudent that particularly in the case of C gas, a little more clearance be enforced. Perhaps in the case of the Nationals each power event should be assigned a "safety" director to work full time at reducing all possible chances for an

accident. In many cases the event director is just too busy to see everything.

Well, out side of this unfortunate ending, the Nats were great. Who knows, we may even brave all that heat and humidity and go down to Dallas next year and see what this "southwest's best glider" is all about.

SCAT "FF" PARTY

The following Sunday after the Nats the SCAT club had a patio party at the Trego's. The occasion was to let off steam, unwind and get all the excuses unloaded all at once. Trego pulled out the remains of my #2 Nordic (it ended up in his car for some reason or other) and we tried to pull the field patched wing off the wire plug in wing root. I had the fuselage with a hand on each side of the wing root. Jim had the wing, with his fingers hooked into the ribs. In the ensuing tug of war it finally parted by virtue of the fuselage tearing apart on either side of the wing root! That instant grip works. Then Trego did his famous scud effects imitation of his kick-off engine timer. It's really a catchy thing.

Somewhere along the way Patterson threatened to go back to his 1958 power design, but he can't find the plans. Sykora was seen making wing tips by bonding the bamboo shishkabob skewers over the coals. Later, movies of the Nats were shown recording all of this for posterity. Wiehle caught Conover in ROW climb out of the pond in perfect loop only to run out of film just before it disintegrated. Bob also had some hair raising shots of FF scale jobs taking off. Gildersleeve never said a word about jetex. (Elsie lowered the boom Saturday night). Also recalled was one of my FAI power flights. It landed in the top of a Palm tree in front of the administration building In back of the building we found a truck with a big ladder deal on the back of it. Found the driver and soon had the ship down.

AMAZOOOM FAI Power by Doug Wilson, Montreal, Canada

A while back I received the world's largest mailing tube. Inside were all sorts of goodies from Doug Wilson, our very good friend from the MMFC gang. Doug writes:

"I feel that I am under oblication to SCATTER.---I enclose a 3-view for your general edification and character improvement. Previously I had refrained from submitting anything because I felt my work was not up to the standard of SCATTER. It still isn't, and I have the contest results to prove it. At least you now know that I am just not lazy.--If you reject it I will not be discouraged. If you print it I will be laughed off the field.

Notes for plan: Scale is about right for rib spacing etc but does not apply to old AMAZOOM design for span and chord figures. Riblets are very necessary, before and after experimentation has proved this. No ply joiners are used at dihedral break. End rib of center panel and root rib of tip are 1/16th ply and the two are white-glued together. Idea being that tip separates without fracturing anything in a crash. However it has never crashed.

CG is at 30% about. The damn pig glides same whether well or poorly trimmed.

Performance

Flys left-left, I climb circle in calm, seems to weathervane in high wind and climb vertically straight ahead. Recovery is perfect in either condition, nose kicks up as engine cuts and half-rolls out. Still air time is around 2:30. Remarkably consistent climb--has not changed in over one hundred flights. Glide is consistently bad, but takes and holds lift well. Has done mediocrely due to my inexperience and stupidity. Best official score is only: 180 - 180 - 127 - 180 - 90: 757 but this stands as a Canadian Senior record. Best 5 flight runoff: 847.

Structure

Survived one eliminations in which every ship except an all sheet 1/2A was broken. Has flown into numerous trees, telephone wires and fences without injury. No major repairs were ever necessary. Spruce L.E. is a big advantage. Riblets give the stiffness against twisting of a torsion box, but allow some up and down flex. Wire wing joiners also help. Stab has remained flat and wing has retained built in warps through rain and shine. Fuse cannot be broken over knee.

Future Development

This is the most important part of any design.

It was felt that the climb, tho fast, was not quite what one expects from a Cox Special pulling a B-8353b2. Downthrust will be reduced to 0 degrees. An auto stab will be fitted and I expect to fly it 0-0 in the climb, riding on washin in the inboard wing. Glide setting will be 0-4. Fox 15xx in a sidewinder half-cowl is to be fitted. Pressure and javelin launch.

Aspect ratio will be increased to 8.5-1 in both the old Benedek and a new MVA 439 section. Stab will be thickened to 9.5%.

Results Expected (heh, heh)

Very fast climb using Benedek, same climb as before with 439. Better glide in both cases. Model will lack previous ease of adjustment and absolute consistency. Not for high winds. Lightened structure for the calm air versions combined with better glide should make it much more sensitive to light lift. We shall see, shall send results.

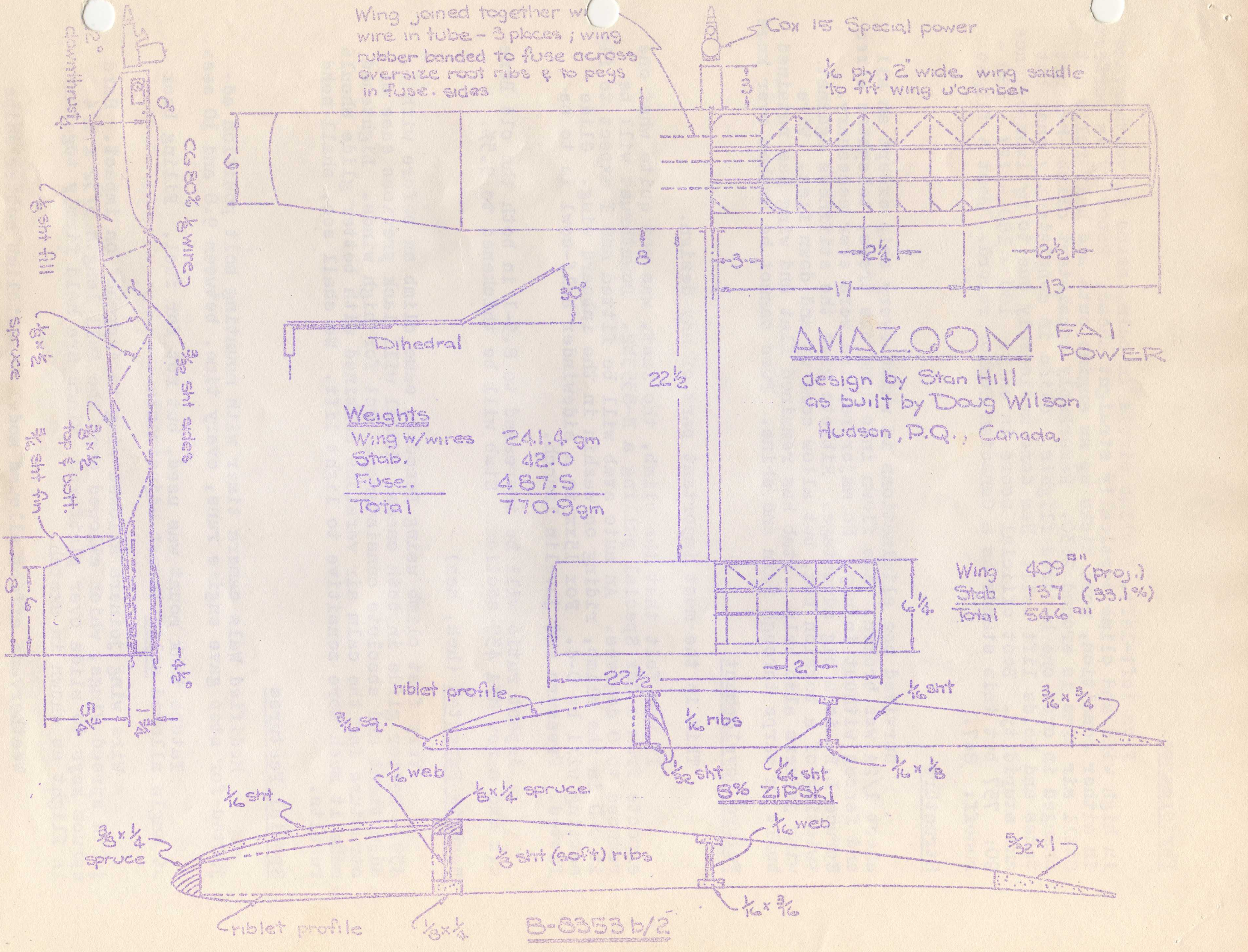
Special Features

Modified Walz camera timer with mounting bolt position adjusted for stop gave engine runs, every time, between 9.8 and 10 secs.

Tatone tank mount was used, but not for fuel. Filing back at angle allowed solid thrust adjustments.

Wire wing joiners allowed wing to "spread" on impact. Hard jolts spread wings, which allowed even the full length 3/32 x 1/4 spruce keys to slide over platform. Wings are held firmly together in flight as shown in sketch.

Weathervane effect allowed model to outclimb hotter ships


AMAZOOM FAI POWER
design by Stan Hill
as built by Doug Wilson
Hudson, P.Q., Canada
Wing joined together w... wire in tube - 3 places ; wing rubber banded to fuse across oversize root ribs & to pegs in fuse. sides
Cox 15 Special power
1/16 ply, 2" wide wing saddle to fit wing u'camber
Dihedral
30°
Weights
Wing w/wires 241.4 gm
Stab. 42.0
Fuse. 487.5
Total 770.9gm
Wing 409 □" (proj.)
Stab 137 (33.1%)
Total 546 □"
22 1/2
17
13
2 1/4
2 1/2
3
8
6 1/4
2
6
2°
downthrust
0°
CG 80% 1/8 wire
3/32 sht sides
1/8 sht fill
1/8 x 1/2 spruce
1/8 x 1/2 top & bott.
3/16 sht fin
-4 1/2°
5 1/4
riblet profile
3/16 sq.
1/16 ribs
1/32 sht
1/64 sht
1/16 sht
1/16 x 1/8
3/16 x 3/4
8% ZIPSKI
1/16 web
1/8 x 1/4 spruce
3/8 x 1/4 spruce
1/8 sht (soft) ribs
5/32 x 1
1/16 x 3/16
1/8 x 1/4
B-8353 b/2

will really have to build something new. Come to think of it though perhaps "Snooper's" predecessor can be put into service? (At this point the SCAT club to a man storms in and drags the screaming editor off into the wings.)

NEXT MONTH FROM OUT OF THE WEST

An issue full of news, all good, and full size plans of an under-size Nordic.