THE

SCATER

published by Southern California Aero Team

(6)

September 1961

USA WINS WAKEFIELD

G. REICH 900 + 210

RUSSIA WINS A/2

A. AWERIJANOW 900 + 171

SWISS WIN POWER

F. SCHNEEBERGER 900

TOP TEAMS

WAKEFIELD	A/2	POWER
POLAND	HOLLAND	HUNGARY

A/2 Glider

	Name	Nation	Total Time (Sec)
1.	Awerijanow, A.	Russia	900 + 171
2.	Soave, P.	Italy	900 + 159
3.	Kalen, G.	Sweden	900 + 147
4.	Van't Rood, T.	Holland	900 + 131
5.	Rodrigues, A.	Portugal	882
6.	Michalek, J.	Czech.	867
7.	Hlubocky, M.	Czech.	855
8.	Daley, J.	USA	841
9.	Lortz, L.	USA	822
10.	Guilloteau, R.	France	818
11.	Strang, T.	Finland	809
11.	Teunisse, P.	Holland	809
11.	Schnurer, O.	Austria	809
12.	Dallimer, G. W.	Gr. Britain	807
12.	Freeston, A. G.	Gr. Britain	807
13.	Gunther, K.	Germany	806
14.	Sulisz, A.	Poland	801
15.	Schnurer, H.	Austria	795
16.	Schulten, J.	Holland	789
17.	Boncompagni, A.	Italy	781
18.	Skard, A.	Norway	766
19.	Pyykko, M.	Finland	760
20.	Borras, R.	France	751
21.	Cook, W.	N. Zealand	
	Proxy:Schmidt, M.	Germany	749
22.	Boscarol, C.	Italy	739
23.	Spejzl, I.	Czech.	736
24.	Takko, S.	Finland	731
25.	Simon, G.	Hungary	718
26.	McGarvey	N. Zealand	
	Proxy:Roemer, G.	Germany	715
27.	Malkin, J.	N. Zealand	
	Proxy:Maibaum, G.	Germany	704
28.	Berg, E.	Denmark	694
29.	Semskij, A.	Russia	690
30.	Hermann, A.	Germany	688
31.	Michel, H.	Switzer.	686
31.	McGillivray, J.	Canada	686
32.	Sares, I.	Sweden	685
33.	Fernandez, F.	Spain	679
34.	Miroslav, V.	Yugoslavia	675
35.	Borthne, T.	Norway	674
36.	Leduc, A.	Belgium	671
37.	Giudici, G.	France	666
38.	Hansen, A.	Denmark	651
39.	Glod, J.	Luxembourg	647
40.	Mederer, A.	Germany	642
40.	Nestratow, J.	Russia	642
41.	Babic	Yugoslavia	598
41.	Visser, P. W.	So. Africa	598
42.	Bell, Mrs. E.	USA	588
43.	Hertig, A.	Switzer.	585
44.	Hansen, B.	Denmark	584
45.	Fitzpatrick, G.	Ireland	576
46.	Rozycki, St.	Poland	573
47.	Halford, B. L.	Gr. Britain	571
48.	Sousa, M.	Portugal	562
49.	Benedikt, J.	Poland	561
50.	Modeer, B.	Sweden	559
51.	Stevo, P.	Yogoslavia	556
52.	De Graef, R.	Belgium	515
53.	Kargl, H.	Austria	506
54.	Bachmann, Ch.	Switzer.	502
55.	Mackenzie, D.	Canada	490
56.	Hassrod, R.	Norway	487
57.	Price, B.	Canada	478
58.	Guffens, J.	Belgium	470
59.	Pando, L.	Spain	452
60.	Leick, J. M.	Luxembourg	442
61.	Kraemer, F.	Luxembourg	411
62.	Sereno, A.	Portugal	360
63.	Gonzalez, S.	Spain	334

A/2 Glider - Team Placings

1.	Holland	2498	2498
2.	Czechoslovakia	2459	2251
3.	Italy	2420	247
4.	Finland	2300	
5.	U. S. A.	2251	
6.	France	2235	
7.	Russia	2232	
8.	Great Britain	2185	
9.	New Zealand	2168	
10.	Sweden	2144	
11.	Germany	2136	
12.	Austria	2110	
13.	Denmark	1929	
14.	Norway	1927	
15.	Poland	1905	
16.	Yugoslavia	1829	
17.	Portugal	1804	
18.	Switzerland	1773	
19.	Belgium	1656	
20.	Canada	1654	
21.	Luxembourg	1500	
22.	Spain	1465	

FAI Power

	Name	Nation	Total Time(Sec)
1.	Schneeberger, F.	Switzer.	900
2.	Frigyes, E.	Hungary	859
3.	Cerny, J.	Czech.	854
4.	Sheppard, J.	N. Zealand	
	Proxy:Buskell, P.	Gr. Britain	851
5.	Meczner, A.	Hungary	835
6.	Werbitz, E.	Russia	831
7.	Parry, G.	Canada	827
8.	Raulio, H.	Finland	822
9.	Rieke, K. H.	Germany	803
9.	French, G. R.	Gr. Britain	803
10.	Ranta, S.	Canada	795
11.	Hajek, V.	Czech.	794
12.	Monks, R. Ch.	Gr. Britain	786
13.	Horcicka, W.	Austria	774
14.	Eriksson, M.	Sweden	773
14.	Fontaine, J.	France	773
15.	Wagner, H.	Austria	764
16.	Cerny, R.	Czech.	760
17.	Simon, G.	Hungary	748
18.	Eng, E.	Switzer.	746
19.	Pimenoff, S.	Finland	738
20.	Young, A.	Gr. Britain	737
21.	Bjelajac, M.	Yugoslavia	725
22.	Larsson, L.	Sweden	716
23.	Surry, D.	Canada	711
24.	Schenker, R.	Switzer.	708
25.	Soares, J.	Portugal	704
26.	Guilloteau, R.	France	697
27.	Padovano, E.	Italy	696
28.	Becker, K. H.	Germany	694
29.	Guerra, G.	Italy	692
30.	McCormick, W. D.	USA	687
31.	Thomson, J. D.	Ireland	686
32.	Billes, P.	Austria	679
33.	Van Dijk, M.	Holland	661
34.	Poorman, G.	USA	651
35.	Filimonow, B.	Russia	647
36.	Scepanovic, A.	Yugoslavia	644
37.	Hagel, R.	Sweden	639
38.	Pecorari, V.	Italy	635
39.	Benedik, J.	Yugoslavia	625
40.	Laxman, P.	Finland	622
41.	Kusura-ma.	Japan	
	Proxy:Schwenn, R.	Germany	614
42.	Bulukin, B.	Norway	610
43.	Jwaj,	Japan	
	Proxy:Zwilling, W	Germany	603
44.	Sulisz, Z.	Poland	574
45.	Henry, I.	N. Zealand	
	Proxy:Muller, P.	Gr. Britain	564
46.	Sereno, A.	Portugal	554
47.	Christiensen, N.	Denmark	546
48.	Czinczel, W.	Germany	545
49.	Johannessen, T.	Norway	536
50.	Winn, J.	N. Zealand	
	Proxy:Jays, V.	Gr. Britain	532
50.	Jermakow, A.	Russia	532
51.	Giudici, G.	France	515
52.	Pregaldien, H.	Belgium	494
53.	Sugata,	Japan	484
54.	Sehldon, Ch.	USA	478
55.	Martino, F.	Portugal	472
56.	Clement, M.	So. Africa	
	Proxy:Piesk, L.	Germany	463
57.	Oxager, J.	Denmark	450
58.	Balasse, E.	Belgium	442
59.	Gogorcena, J.	Spain	438
60.	Matute, V.	Spain	425
61.	Mortensen, F.	Denmark	381
62.	Dalseg, G.	Norway	294
63.	Gonzalez, P.	Spain	240

FAI Power - Team Placing

1.	Hungary	2442	11.	Russia	2010
2.	Czechoslovakia	2408	12.	Yugoslavia	1994
3.	Switzerland	2354	13.	France	1985
4.	Canada	2333	14.	New Zealand	1947
5.	Great Britain	2326	15.	U. S. A.	1816
6.	Austria	2217	16.	Portugal	1730
7.	Finland	2182	17.	Japan	1701
8.	Sweden	2128	18.	Norway	1440
9.	Germany	2042	19.	Denmark	1377
10.	Italy	2023	20.	Spain	1103

Wakefield

Name	Nation	Total Time (Sec)
1. [illegible]eich, G.	USA	900 + 210
2. Kosinski, J.	Poland	900 + 207
3. Alinari, A.	Italy	900 + 169
4. Azor, L.	Hungary	887
5. Niestoj, W.	Poland	882
6. Riffaud, L.	France	880
7. Sapaschyj, W.	Russia	875
8. Fresl, E.	Yugoslavia	874
9. Sjogren, S.	Sweden	870
10. Petiot, J.	France	865
11. Osborne, J.	Holland	859
12. Hamalainen, E.	Finland	856
13. Bousfield, K.	Canada	855
14. Iwannikow, I.	Russia	854
15. Rupp, G.	Germany	849
16. Krizsma, G.	Hungary	844
17. Kmoch, W.	Yugoslavia	840
18. Axelsson, U.	Sweden	837
19. Roberts, G.	Gr. Britain	829
20. Sokolow, J.	Russia	824
20. Breith, F.	Austria	824
21. Patterson, J.	USA	821
22. Zurad, St.	Poland	818
23. Leissner, K.	Germany	816
24. Storgards, B.	Finland	812
25. [illegible]erkins, C.	USA	808
26. [illegible]erori, J.	Yugoslavia	796
26. Artioli, R.	Italy	796
27. Aalto, P.	Finland	786
28. Murari, B.	Italy	785
29. Kieft, R.	Holland	783
30. Meseburger, C.	Spain	776
31. Meckenzie, D.	Canada	775
32. Elliott, N.	Gr. Britain	774
33. Ehmann, O.	Germany	766
34. Tammel, E.	Austria	760
35. Segrave, M.	Canada	755
36. Flodstrom, L.	Sweden	752
37. Fernandez, F.	Spain	749
38. Rohlena, M.	Czech.	748
39. Liechti, R.	Switzer.	744
40. Lust, P.	Holland	736
41. O'Donnel, J.	Gr. Britain	730
42. Nienstedt, E.	Denmark	725
43. Visser, P. W.	So. Africa	724
44. Malkin, J.	N. Zealand	
Proxy:Maibaum, G.	Germany	715
45. Rasmussen, P.	Denmark	712
46. Frigyes, E.	Hungary	703
47. Rodrigues, A.	Portugal	699
48. Balasse, E.	Belgium	691
48. Sereno, A.	Portugal	691
49. Hegglin, E.	Switzer.	690
50. Fontaine, J.	France	682
51. Grunbaum, P.	Austria	675
52. Hewitson, N.	N. Zealand	
Proxy:Waldhauser	Germany	672
53. Muzny, L.	Czech.	665
54. Cunderlik, J.	Czech.	651
55. Dahl, H.	Norway	639
56. Cook, W.	N. Zealand	
Proxy:Schmidt, M.	Germany	637
57. Meier, J.	Switzer.	634
57. Simonsen, A.	Norway	634
58. Matute, V.	Spain	516
59. Stovland, N.	Norway	482
60. Sousa, M.	Portugal	477
61. Mikkelsen, H.	Denmark	398

Wakefield - Team Placings

1.	Poland	2600
2.	Russia	2553
3.	U. S. A.	2529
4.	Yugoslavia	2510
5.	Italy	2481
6.	Sweden	2459
7.	Finland	2454
8.	Hungary	2434
9.	Germany	2431
10.	France	2427
11.	Canada	2385
12.	Holland	2378
13.	Great Britain	2333
14.	Austria	2259
15.	Switzerland	2068
16.	Czechoslovakia	2064
17.	Spain	2041
18.	New Zealand	2024
19.	Portugal	1867
20.	Denmark	1835
21.	Norway	1755

NEWS FROM THE READERS

This month's portion of the "paid-up" list includes:

DAN HODGES, Sapulpa, Okla.
ALBERT VELA, Chino, Calif.
DICK BAXTER, San Diego, Calif.
ROLLAND DEXTER, San Diggo, Calif.
MERRILL DOSCHER, Middletown, N.Y.
TOBY BLIZZARD, Phoenix, Ariz.
BILL KRECEK, Panorama City, Calif.
SAM McGOWAN, Valdosta, Ga.
JERRY BAHULA, Omaha, Nebr.
BILL POESCH, Los Angeles, Calif.
DEVON SUTCLIFFE, Wellington, N.Z.
VICTOR MACIAS, Univ. Park, N. Mex.
GEORGE DeBLOCK, E. Patterson, N.J.
FRANK HEEB, Xenia, Ohio

DAN HODGES sends along a copy of the Tulsa Glue Dobbers newsletter, which he edits. It's a good sheet, with contest doings, funny stories, and general Southwest model news. In addition to this editing job, Dan manages to keep active in FF, and turns out some of the best FF Scale stuff in the country. Thanks, Dan, keep 'em coming.

SAM McGOWAN used to fly with us back during the Air Force tour in Ga. He's one of those rare youngsters who likes to design his own stuff...and sticks at refining it, year after year. His present power job is in its sixth year of improvement! Sam says rules joggling has discouraged FF'ers in his area...wishes AMA could live with one set of rules long enough to let guys get three or four seasons out of one model. So do we, Sam!

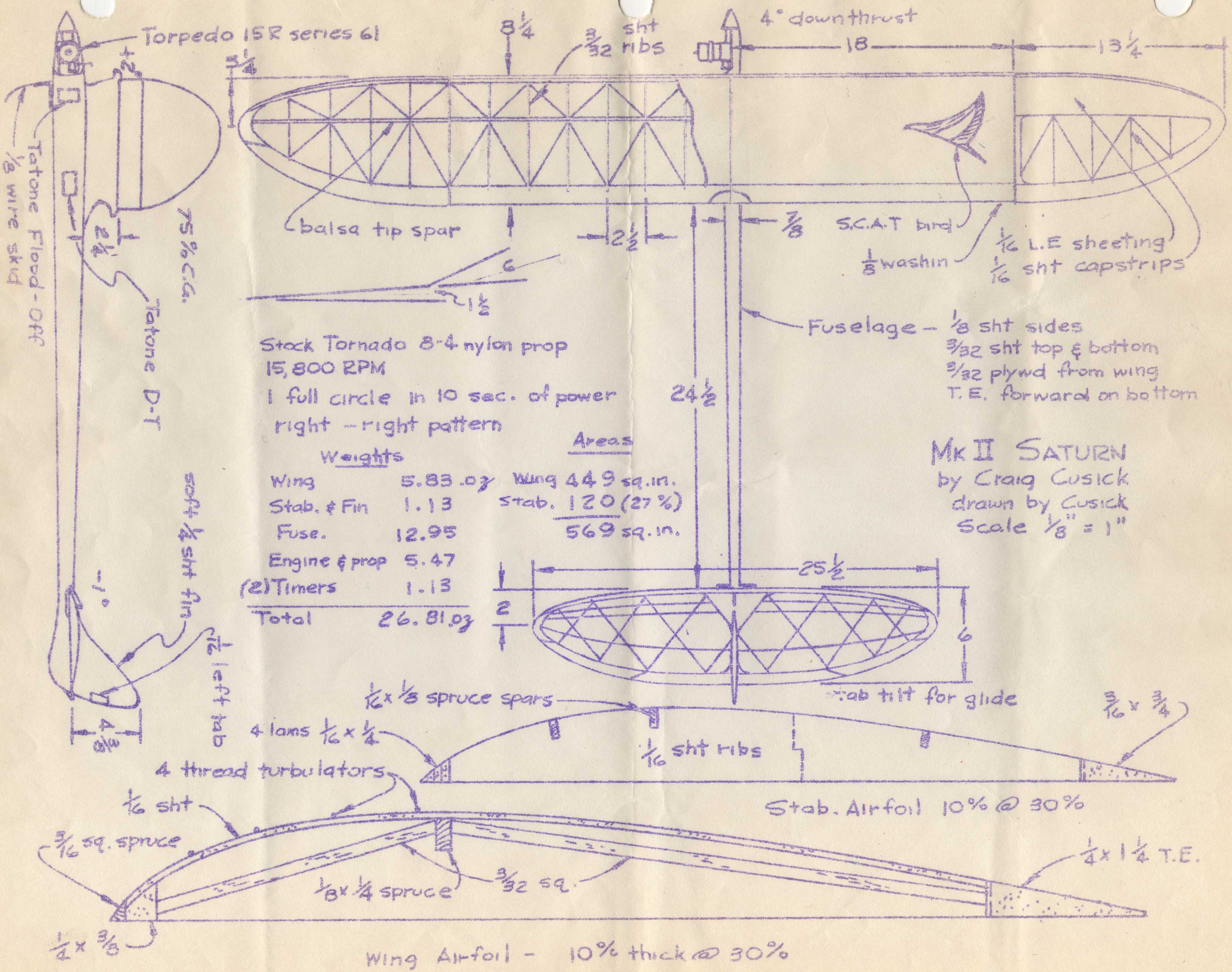
REINO HYVARINEN writes from Finland. We asked him about the rumored Finnish FAI FF proposals for '62. He didn't have time to go into details at the time (was preparing for the FAI Indoor Finals) but says he will give us their viewpoint as soon as time allows. (In closing he mentions that if we think the Finnish rules are out of line, we should hear what the East European boys want! We hold our head in our hands and wait...) (Should mention he did well at the Indoor Finals, and helped his team to a second place in the team standings...well done, Reino!) Thanks for the letter, and we will look forward to publishing your country's views on the rules situation.

FRANK HEEB of Xenia, Ohio, sends along a set of his personal suggestions for rules changes. Of particular interest to FAI'ers will be his recommendation that all FAI Semi-Finals be held at the Nationals. Can't go along with that, Frank. No matter <u>where</u> you happen to live, it's bound to be a pretty long trip <u>every</u> time, with this arrangement. Also, this would mean winners would have to find two vacations each year...one for the Nationals, and one for the trip overseas. Also, a look at any given Nationals results always shows the majority of winners come from very near the site of the meet. This automatically means a jamority of the Semis winners would be <u>regional</u>, rather than representing the whole US...we don't think any body wants that!

MARK II SATURN by Craig Cusick

This is a development of an airplane designed in March 1959 by Howard Timlin, of San Antonio, Texas, and myself while I was stationed in the Army there.

A little brainstorming by Bob Van Nest and myself, with word of the 10 second power rule in late 1960, concluded that a design stressing better climb was needed. We argued the pro and con of undercamber versus sharp leading edges. We settled on borrowing Larry Conover's power airfoil com


Torpedo 15R series 61
8¼
3/32 sht ribs
4° downthrust
18
13¼
Tatone Flood-Off
1/8 wire skid
balsa tip spar
2½
7/8
S.C.A.T bird
1/8 washin
1/16 L.E sheeting
1/16 sht capstrips
Tatone D-T
75% C.G.
Fuselage – 1/8 sht sides
3/32 sht top & bottom
3/32 plywd from wing
T.E. forward on bottom
24½
Stock Tornado 8-4 nylon prop
15,800 RPM
1 full circle in 10 sec. of power
right – right pattern
Weights
Wing 5.83 oz
Stab. & Fin 1.13
Fuse. 12.95
Engine & prop 5.47
(2) Timers 1.13
Total 26.81 oz
Areas
Wing 449 sq.in.
Stab. 120 (27%)
569 sq.in.
MK II SATURN
by Craig Cusick
drawn by Cusick
Scale 1/8" = 1"
25½
2
6
stab tilt for glide
1/16 x 1/8 spruce spars
4 lams 1/16 x 1/4
1/16 sht ribs
3/16 x 3/4
4 thread turbulators
1/16 sht
3/16 sq. spruce
1/8 x 1/4 spruce
3/32 sq.
1/4 x 1 1/4 T.E.
1/4 x 3/8
Stab. Airfoil 10% @ 30%
Wing Airfoil – 10% thick @ 30%

plete with turbulators. Frankly, we were afraid of the sharp leading edge without them, hearing rumors that stall recovery or transition from power to glide is prolonged or non-existant.

The original model was slightly under area, so besides bringing it up to allowable area, we reduced the stab and also put this area into the wing. I used a sheet covered wing with thread turbulators and Van Nest used spar turbulation and open construction. The sheet wing was surprisingly light and didn't break when the ship was looped (pilot error). A geodetic stab was tried for better strength, weight, ratio. Stab and fin are reasonably light, but the silk pulls down between the ribs at the leading edge. Fuselage is a conventional sheet box and fairly clean for a "square". There's no exterior plumbing for the pressure set-up except filler and overflow tubes, and the two inches of surgical tubing for the flood-off.

The airplane was tested and flown in the area eliminations on the same day. It qualified for the Semi-Finals with 825 seconds (2nd high time). It did 16.48 at Fresno (7 flights) in high winds and "spotty" lift. (Skipped eighth flight; Sheldon had it nicely wrapped up.)

Climb and glide seemed comparable to most other ships there, as well as I could tell in the wind. (Ed. Note: We had plenty of time to observe at Fresno, and can vouch for this. This ship was comparable to, or better than, anything at Fresno.)

It is interesting to note that letters to San Antonio revealed that Howard Timlin had, independently, come up with the nearly identical proportions in the way of design improvements.

<u>THERMALS by R. G. Smith, (Suitland, Maryland)</u>

The thermal is an elusive beast indeed, so some observations on it's nature and source may lead to longer flights.

A thermal may be thought of as a rising, whirling bubble of air. It will form when the layer of air in contact with the surface of the earth becomes strongly heated, to the point where it is lighter than the surrounding air. What happens now is the same as the process that allowed the old hot air balloons to carry a man or meteorlogical payload to a moderate height...it floats up. But, this rising bubble of air is part of a train of bubbles forming a column, and this column is spinning on it long axis; an important consideration as we will see.

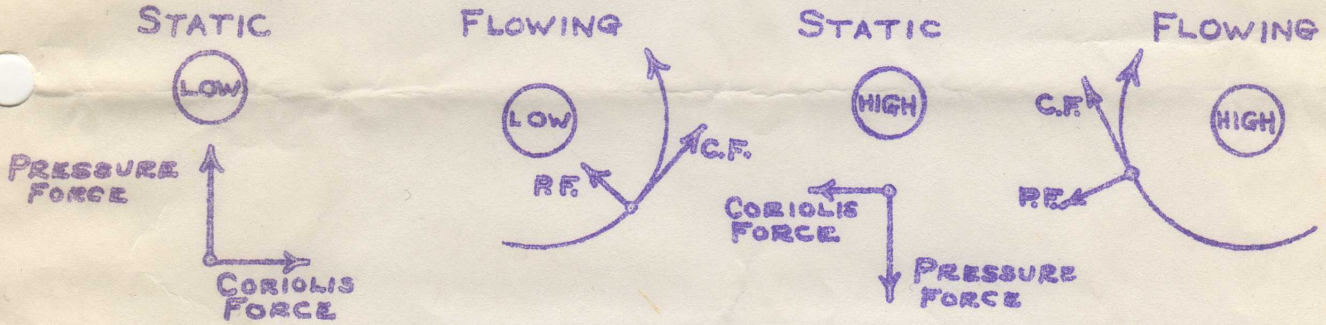
This column of warm air bubbles extends upward to the point where the air in the column, which has been expanding and cooling during its ascent becomes equal in temperature to the surrounding environment. This height may be 1,000 feet, or, 50,000 feet.

<u>Topography and Surface Color:</u> Since the formation of a thermal requires that the air near the earth's surface become strongly heated, we must determine what surface type encourages this process. Dark ground surfaces, bare dirt, asphalt roads, bodies of water, etc, are poor thermal sources. The dark surface just absorbs the incoming heat from the sun and reflects none of it back into the air. A light surface; sand, wheat field, concrete runway, etc. reflect the sun's heat and encourage the heating of the surface air layers. Actually, the best situation is a dark colored area adjoinging a light colored surface. Here, a supply of cool air from the dark area can flow in and replace the rising heated air overlying the light colored surface.

From the topographical point of view the selection of a flying site must be based upon the strength of the wind. On a windy day the best choice is a depressed area. Here the air is sheltered from the turbulent mixing experienced by the air flowing over a flat surface. This mixing has the effect of distributing the heated air at the surface through a greater vertical distance, which may be as much as several thousand feet. Obviously it requires more calories of heat to raise the temperature of a layer of air 500 feet thick a given number of degrees than to heat a layer of air which is 50 feet thick.

During calm conditions we may disregard the necessity of finding a sheltered depression and fly from any point on the field; preferably near the junction of surfaces of different colors.

Thermal Locating: I must now digress for a short meteorlogical discussion, in particular, about air flow around pressure centers. If you remember your high school science you will recall that air blows clockwise around a region of high pressure, and counter clockwise about a region of low pressure. This is due to the pressure force which attracts the atmosphere toward lower pressures (nature abhores a vacuum) and the Coriolis Force, or horizontal deflective force, which produces an apparent deflection to the right upon moving objects. A moment's consideration and reference to the figure below will show why there has to be counter clockwise flow around low pressure, and clockwise flow around high pressure. In each case the forces have to balance so the air is forced to flow in a circular patters.



Now we return to our consideration of the thermal. Since the heated air in a given thermal column is lighter than the surrounding air, it follows that it is of lower pressure. So here we have our old friend an atmospheric low, and as we will see it is possible to locate the center of such a system by a fine rule-of-thumb process. But, and here's the rub, because of the small diameter of this air column ther thermal will not always rotate counter clockwise as we expect but may rotate in either direction. The chances are still better than even however that the counter clockwise sense of rotation will be present. This has been determined by observations of "dust devils", which are really only very strong thermal columns.

So, on a fine contest day, with that shifting gusty wind, rejoice! You have a better than even chance of locating a thermal. Look at the diagram and you will note that if you stand with your back to the wind, low pressure (the thermal) will lie on your left; simple and easy. But remember this only holds true for light variable winds. In conditions where this wind is constant, from a fixed direction, the wind shifts associated with a thermal are masked by the larger scale stmospheric features.

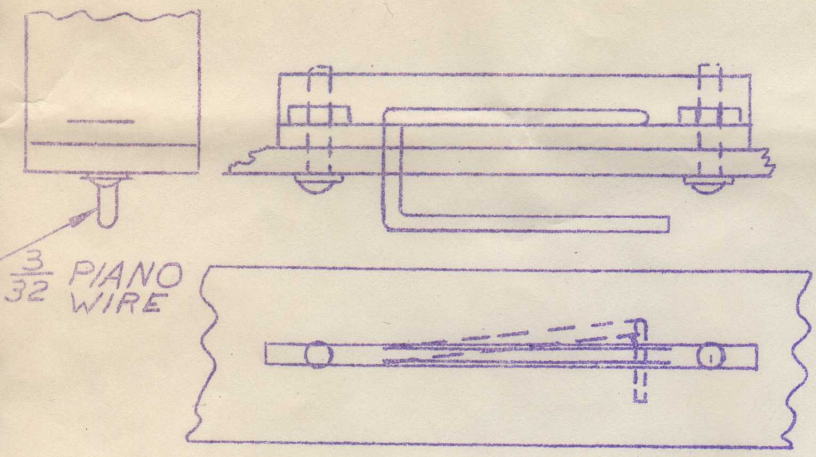
During windy weather it is sometimes possible to determine when you are within a thermal. If the wind dies and you note an oppressive feeling in the atmosphere you are probably right in the center of a thermal. The reason for

1000 WORDS

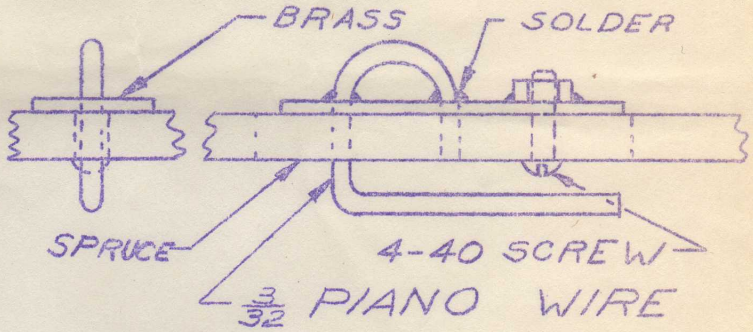
A/2 TOW HOOKS

BY Wordin

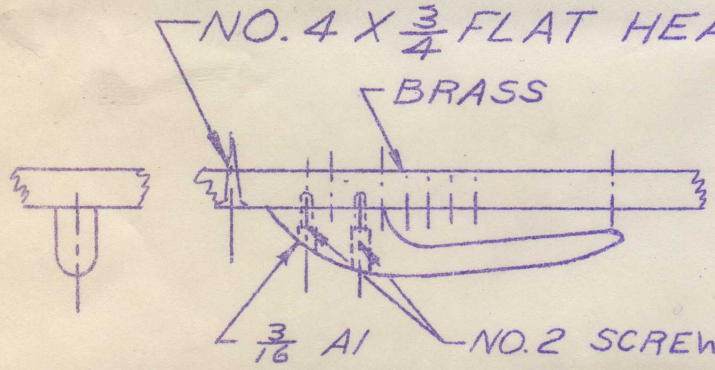
SCALE 1/1



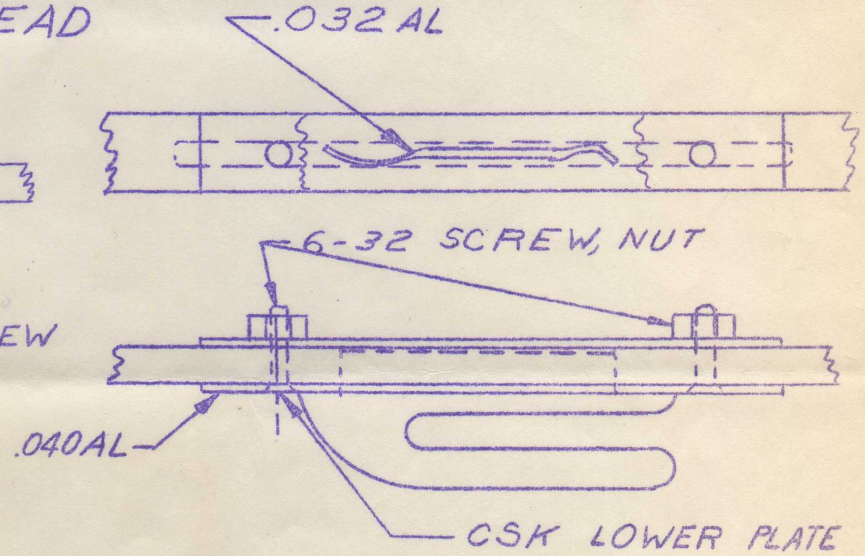
BY HUTCHINSON
2 NO. 4-40 SCREWS
BALSA SHEET BOX
AROUND HOOK MOUNT,
FILLED WITH EPOXY RESIN



BY HARTILL



BY VAN NEST & CUSICK



BY WORDIN
EPOXY RESIN USED
TO HOLD NUTS TO
UPPER PLATE

the calm is that air from all directions is flowing into the heated region and this convergence is producing the characterictic calm.

Summation: Pick a light colored surface to fly from. Try to find a shallow depression in windy weather. During periods of variable light wind stand with your back to the wind; chances are better than even a thermal lies to your left. In windy weather wait for a drop in the wind, this frequently means the presence of a thermal.

1961 NEW ZEALAND TEAM WAKEFIELD by Bill Cook

(Ed. Note: This article is from Cook's very fine Upper Hutt Aeromodellers bulletin. Sorry to cut it, Bill, but we're short of space this month.)

Bill Cook's Notes: This is my number 1 for the '61 Wakefield, and is a direct descendant of a series by John Malkin. Wing section is Benedek 8306b with a turbulator. The undercambered stab section is without pedigree (just drawn so it looked right). Wing is 237 sq. inches, and stab 57.

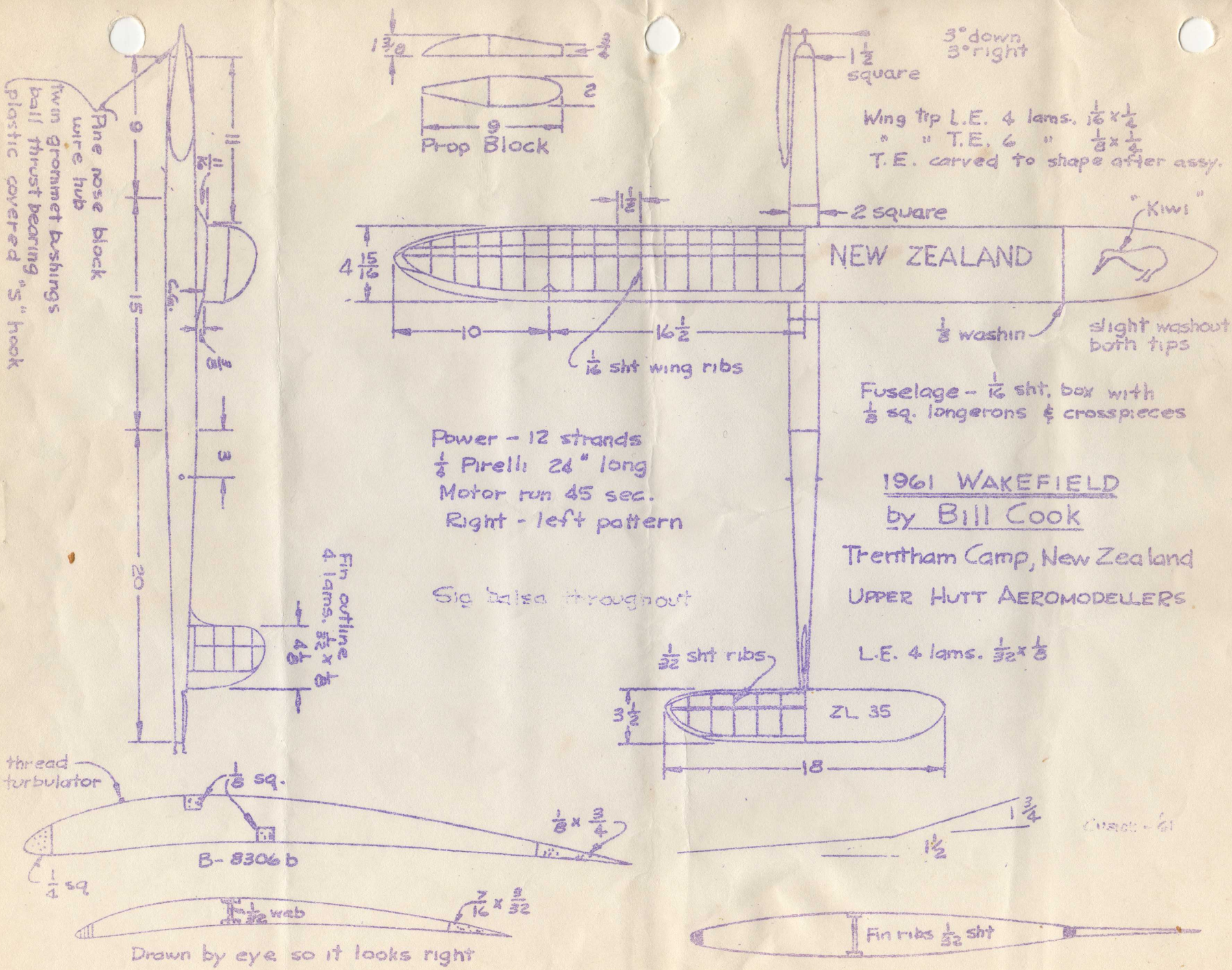
This Wakefield has the best glide of any of my models. We recently built a gadget to check the height we were getting and used it to work out the approximate sink rate (about 1-1/2 f.p.s.). My '59 team model was nearly 2 f.p.s. The height gained by both models was about 200 to 220 feet on a 40-44 second motor run. Thus, performance increase is solely in the glide. A bit more experimentation with the prop should improve the performance more yet.

Getting the flat glide was quite a story. Climb was O.K. but the glide was terrible. Best full-turns time was about 2:15! On the glide a strange sort of stall would develop, not getting any worse or better. The model would drop its nose, gather speed, then put its nose down still further before starting the whole thing over again. Altering incidence settings and C. G. positions didn't cure it. I had a good look at the wing and decided the whole thing had warped up due to a badly fitted rear spar. (The wing had three 1/8" square spares in it then.)

I built a new wing, but the same thing happened again. (I've since been told it is called a "fugoid" or something like that, and not a stall. I wasn't interested in the name, I just wanted to get rid of it. So I built a new stab (John's new ship had been going fine, and he was using a stab with drooped T.E.) But the trouble persisted.

This time John and I sat down and really tried to nut the thing out. John's new ship had the first wing spar much farther forward than mine, and we decided that it might be acting as a turbulator. Then we remembered that Joe Bilgri and Larry Conover both use a spar fairly well forward for turbulation. We decide to pin a linen thread across the wing at the same position as John's spar. Results were amazing. The glide slowed right up and the "fugoid" disappeared completely. The flight wasn't a great deal higher because the pinned thread must have been vibrating a fair bit and causing a lot of drag. But we were on the right track. That week I doped the thread on and the next Sunday...success! The flight times went up to about 2:55 - 3:00; and after a bit of playing around with the prop pitch, up to about 3:15.

John and I both tried right/right and right/left on our models with about equal results. However, the right/left was safer, and since the ships were to be proxy flown in Germany, we stuck with this. It was with this trim that the model broke the New Zealand record.


Prop Block
Pine nose block
wire hub
twin grommet bushings
ball thrust bearing
plastic covered "S" hook
3° down
3° right
1½ square
Wing tip L.E. 4 lams. 1/16 x 1/4
" " T.E. 6 " 1/8 x 1/4
T.E. carved to shape after assy.
2 square
"Kiwi"
NEW ZEALAND
1/8 washin
slight washout both tips
1/16 sht wing ribs
Fuselage - 1/16 sht. box with 1/8 sq. longerons & crosspieces
Power - 12 strands
1/8 Pirelli 24" long
Motor run 45 sec.
Right - left pattern
1961 WAKEFIELD
by Bill Cook
Trentham Camp, New Zealand
UPPER HUTT AEROMODELLERS
Sig balsa throughout
Fin outline 4 lams. 1/32 x 1/8
1/32 sht ribs
L.E. 4 lams. 1/32 x 1/8
ZL 35
thread turbulator
1/8 sq.
B-8306b
1/4 sq.
1/32 web
Fin ribs 1/32 sht
Drawn by eye so it looks right

The model is very simple, and though it may not be the best looking Wakefield about, it is very strong and could be built by anyone.

PIRELLI POOP, by Soave Paolo, Mestre (Venezia) Italy

(Ed. Note: Wakefield flyers in the SCAT club have for some time been trying to find a clue to consistancy in Pirelli rubber, and we thought it might be helpful to ask our correspondent in Italy, Soave Paolo, for some info. This is his reply.)

"I am not a rubber model builder myself, but I took your question to several good modelers here who use Pirelli. They all have the same problem with inconsistancy that you have, and haven't found any system for better and more consistant results. The only thing they do is to break it in before they use it in competition (only when the quality is hard and resistant). We, like you, also find that a fifty gram motor varies from batch to batch in length, number of strands required, and in power output. This inconsistancy exists because the Pirelli Company produces this rubber mainly for other uses (than model motors) where regularity in size, weight, etc, are not required. The amount of this rubber consumed by the model industry is so small, in relation to the total production by Pirelli, that the company cannot consider our requirements for a high degree of consistancy."

(Ed. Note: Thanks, Soave. It looks like we're all in the same boat!)

(Note to Readers: This is the same guy who won second in Nordic this year after a very close 6th round fly-off. Congratulations! Soave! How about sending us the plans for publication?)

FROM THE NOTEPAD

****Received a very good German magazine, FLUGMODELLBAU. It leans toward the technical...i.e., two pages of useful-size airfoil patterns in every issue. Should be an interesting and useful mag. for our readers who can translate the German text. Address is: FLUGMODELLBAU, Carl Lange Verlag/ Duisburg, Germany.

****Some readers have asked why we don't cover the entire field of FF. Wow! The answer is simple: First our club, SCAT, tends to specialize in the FAI FF classes; and, second, it would be an almost impossible job. Just trying to do justice to this small branch of modeling takes a terrific amount of time on the part of several club members (and their wives!) When you consider that those who pitch in also have the normal responsibilities of families, jobs, (and model building!) even we are sometimes amazed that the thing gets out. So please bear with us...and we'll continue to try to give you the best from this small area of our wide ranging hobby.

****Have had some inquiries about the newest things in towline reels, and after some scouting of the local LA hobby shops have come up with some real goodies (no pun intended!) Drawings and sources will be published soon.

****You may be interested to know that the SCATTER now finds its way to 16 foreign countries, and personal correspondence reveals that we will be getting plans, articles and news from many of these! Of course, this in no way relieves our USA readers from their duty of providing material for publication!

COMING NEXT MONTH

Among other stuff, there'll be a "pretty" Wakefield by Bill Hartill; a handy plan form formula by Wordin; some impressions of the FAI Finals by Wakefield Team member Jim Patterson; and whatever else we can cram in"

FOOTNOTE:

Our towline offer in the last issue has flooded us with orders, so if you haven't received yours yet, please bear with us! We're filling them, by postmark date, as fast as possible.



SYKORA
6717 WILKINSON
APT. 205
NO. HOLLYWOOD, CALIF.
U.S.A.

