THE

SCATTER

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Hello fans, thought we took off for Switzerland, didn't you'! No such luck. The erratic production of SCATTER is a fact of life we must live and suffer with. Our building and flying has suffered considerably due to the press of work for the F/F ICC and putting these SCATTERS together seems to draw a rather low priority. Well, anyway, Spring is sprung and it is flying time again. We will be combining two issues in one for awhile which may get us caught up.

HUGO BENEDINI - Buenos Aires, Argentina

E. Arance of Los Angeles sends along Hugo's address for a subscription to SCATTER. Hope this newsletter takes root down there to the South of us since we have a feeling there is a considerable potential for free flight modeling throughout the Americas.

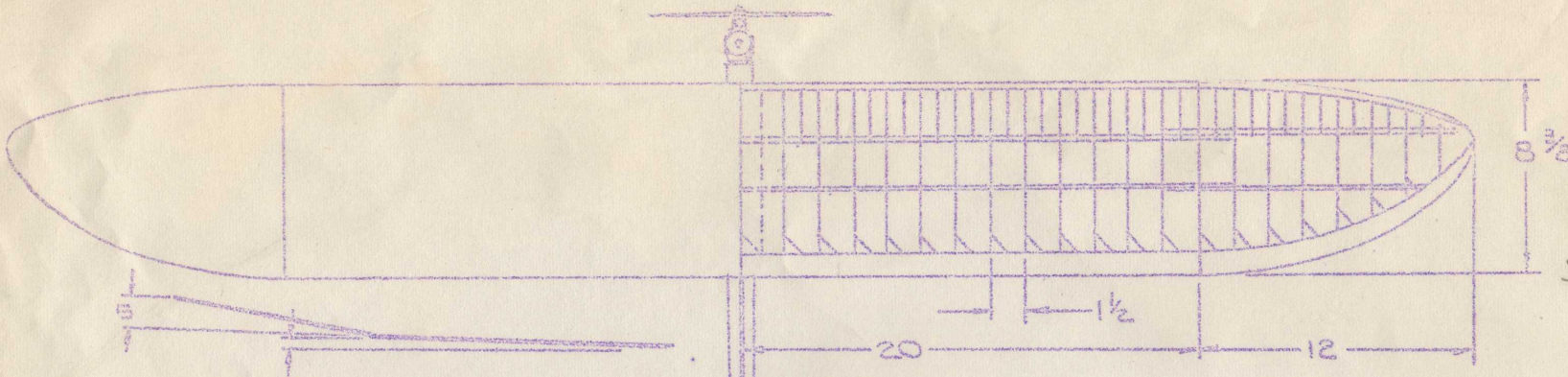
TED STONE - Babylon, New York

Ted is a member of the Long Island Gas Monkeys and flies F/F gas. The Gas Monkeys are a grand old club with quite a history of competition. In spite of the flying site squeeze they have managed to hang together and now report that the New York Inter-Club will hold a meet May 17 at Mitchell Field. How about a report on these east coast flying activities?

BOB CHERNY - Sacramento, California

Traditionally there has always been a friendly rivalry between northern and southern California in free flight. The location of the two centers of population and the good weather makes this rivalry inevitable and fortunately keeps up competition and interest.

For the last year or so northern California has come up with a lot of so-called free flighters who have "discovered" the FAI events. This seems to



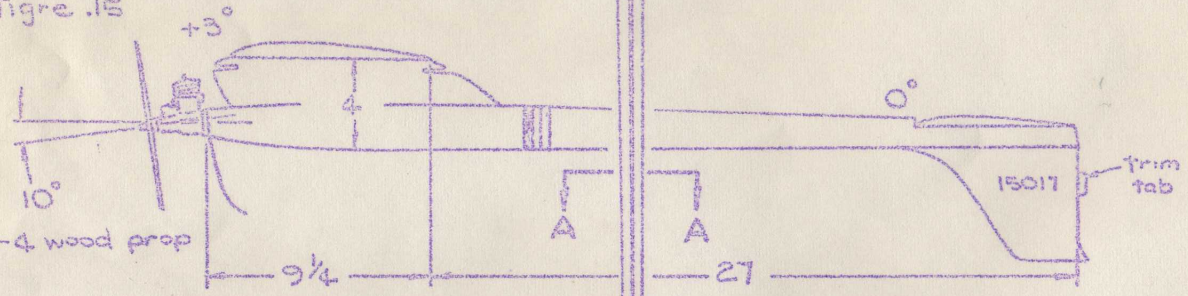
7407 Alix Parkway
Sacramento Calif

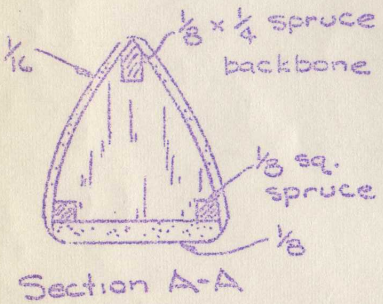
★ORBITEER★

FAI POWER

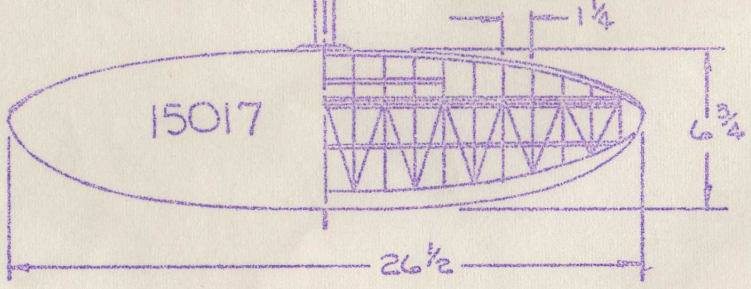
NATIONAL RECORD 41:46

by Robert Cherny
& Roger Gregory
Sacramento, Calif.





Section A-A



Weights

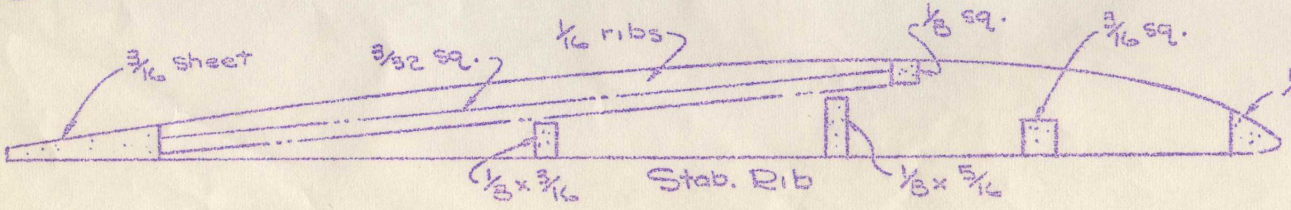
Fuse.	20.0 oz.
Wing	6.5
Stab.	1.0

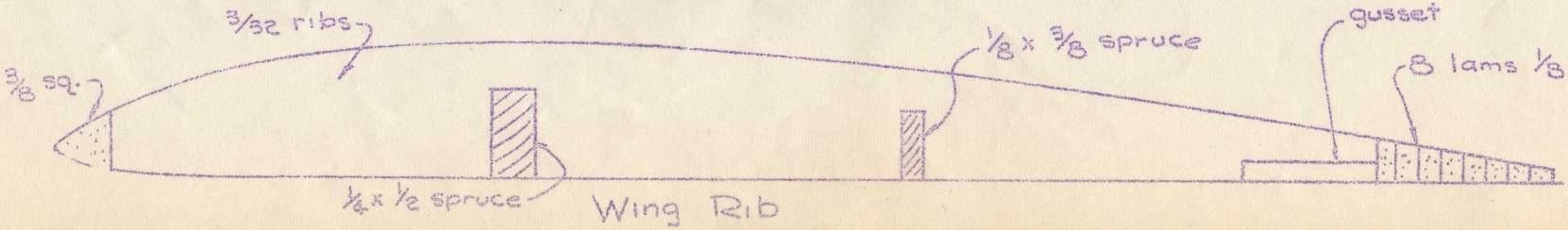
Areas

Wing proj.	460 sq in.
" flat	489
Stab.	143

Pattern - Power ½ turn right in 10 sec.

300 ft. dia right glide





a trend around the country as more and more modellers find the added attractions of more exacting competition. Bob Cherny is a good example of what is happening up north there, so let's hear what he has to say.

> "Howard Timlin (Texas) was here a couple of weeks ago to see us and he thought maybe SCATTER would like to print my new FAI power ship. (here it is). It really belongs to both Roger Gregory and me. He is building with me and is a draftsman by trade. So with his talent and both of our ideas we are doing OK. I think! Sometimes I wonder. Roger flew Wakefield up to now and I am getting him started on a power ship, and he is helping me with a Wakefield. Three weeks ago at our record trials he did 24:28 in Wakefield and I did 26:05 in power. FAI events are really coming to life up here. Myself, I have been sort of idle since 1959 when George Albright and I went to the Semi's. I started flying again last year. So with our new faces up here, FAI is really coming to life.
>
> We had our first NCFCC contest two weeks ago and Doug Galbreath did 22 mins. in power. I goofed my second flight with a 2:33. Simpson did 14:58 in Wakefield. Gregory also goofed. In Nordic K. Walker did over 20 minutes.
>
> This past weekend the Condors had their monthly club contest. To start the day Galbreath did 40:08 in FAI power. He completed his flights about 1:30 PM. I, then, started flying my new ship (in the morning I had been trying to get my last years Jai Fai adjusted because I had a new fuselage on it--had four maxes on it and blew it) and at 4:30 PM I had turned 41:46 officially. At that time Simpson, Galbreath, and I started over again and flew until dusk. Galbreath dropped his fifth max, Simpson dropped his seventh max, and I made my seventh max and quit. What a day. Roger Gregory did 22:28 in Wakefield. He DT'd ear

Bob enclosed plans for his FAI Power ship which we reproduce here. Bob doesn't give any details on the history of the design but Cusick has drawn up all the essential goodies. Your editor's comment on this airplane is superflous but he will make one anyway--it goes like a good FAI should!

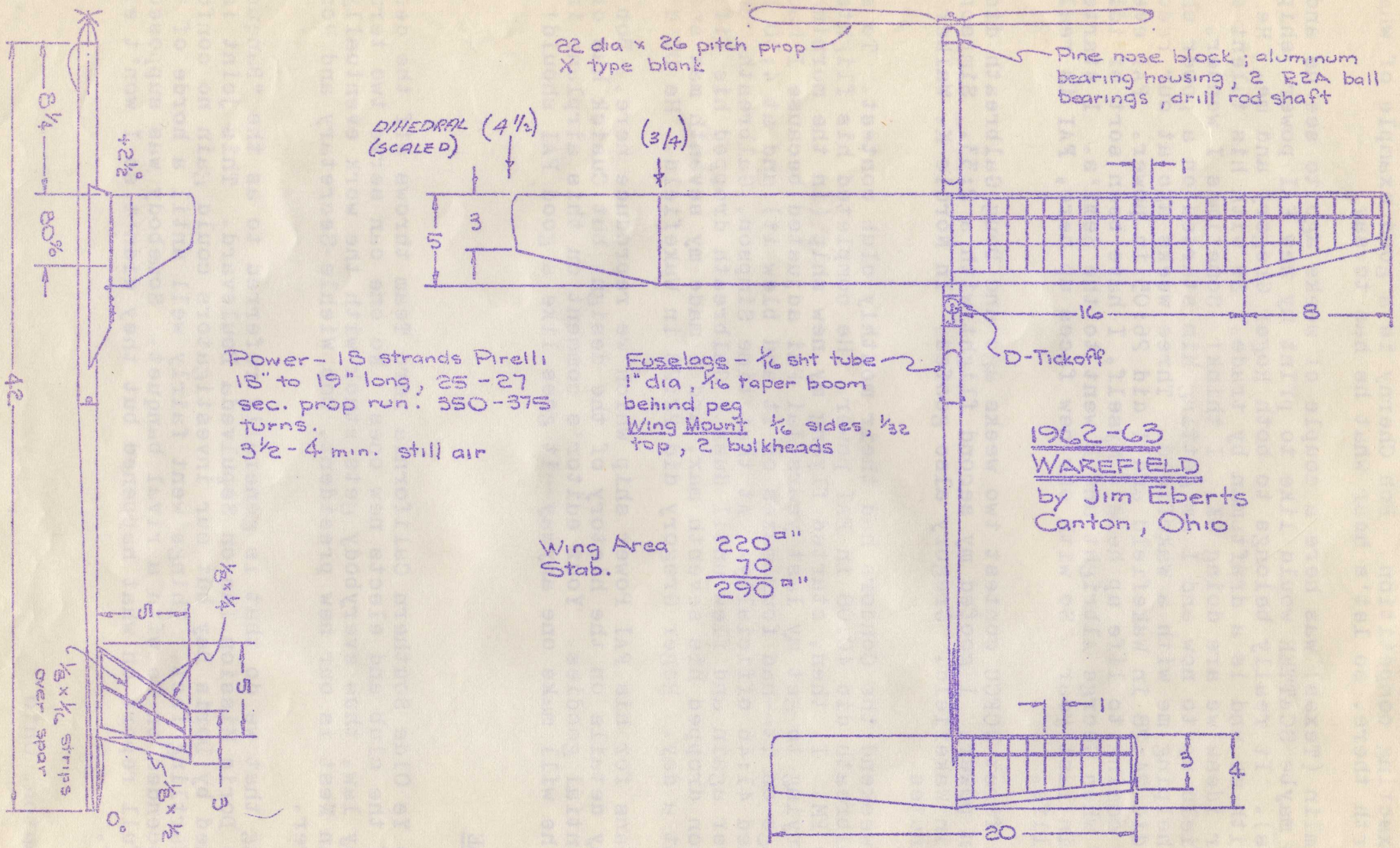
SCAT CLUB RUMBLE

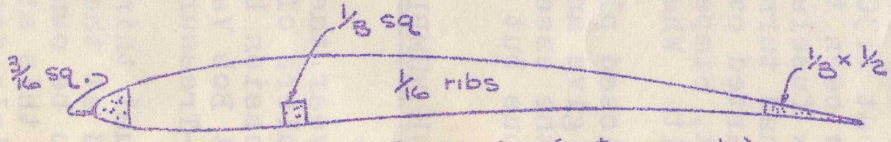
Once a year the Ye Olde Southern California Aero Team throws off the despotic rulers of the club and elects new ones. No one can serve two terms in succession by law, thus everybody gets stuck with the work eventually. For 1964 Bob Van Nest is our new president, Bob Wiehle-Secretary and Ross Steckel-Treasurer.

The annual thing that we do that is generally referred to as the "Banquet" was held at the Doric Mission Inn on Sepulveda Boulevard. This joint is reputed to be owned by Doris Day but our investigators could gain no conformation of this startling fact. Things went fairly well until a horde of telephone girls descended on us with a rival banquet. Somebody was supposed to wrote up a full report on what happened but they didn't so I won't either. Maybe next year.

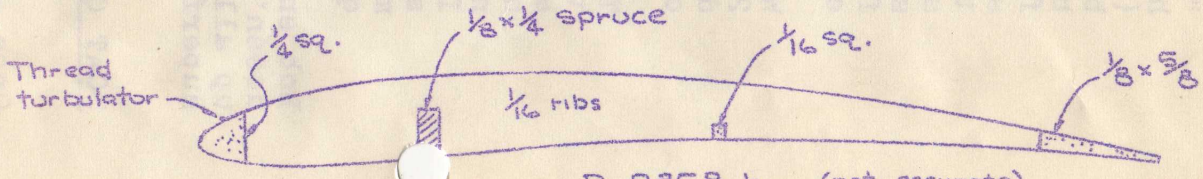
JIM EBERTS - Canton, Ohio

Jim sends us plans for his very potent Wakefield which won the Eastern Re-





B 8358 b (not accurate)



B 8358 b (not accurate)

gional in September 1963, and was 4th behind a three way tie at Richmond, Virginia in the 1962 Semi-finals. The model uses a 25 to 27 second prop run using an 18 strand motor (1/4 Pirelli) about 18" to 19" long--maximum turns about 350 to 375; dead air time is between 3-3/4 and 4 minutes. The prop is X style. Becareful of the full size airfoils shown on the plan. Cusick faked them in! Notice the neat spot for the DT timer.

AVIATION CENTER OF THE WORLD - Los Angeles, California

Just to give some of you non-residents of Los Angeles something to get envious about, and pack up and move out here, check this typical attraction. From time to time the AIAA holds some very interesting meetings on subjects of wide interest. For example here is a typical program;

"A Backward Look at Flight in World War I. When World War I began, fliers on both sides could rightly think themselves heroes just for having the courage to go up in the flying machines of that day. This danger was further increased when the sport of shooting at each other with pistol and rifle got out of hand in 1915 and Roland Garros began firing a machine gun through propellor blades.

The average airman in late 1916 was killed in his first three weeks at the front. Many never survived the first day. Some of these daring aviators who did survive will be present April 24 to describe their experiences. Their reminiscences of aerial warfare 50 years ago will prove to have great fascination for AIAA members (and guests) interested in either the flier or the planes of the World War I era. These recollections will be stimulated by the showing of some vintage films of that day."

Other meetings have covered such interesting topics as the National Air Races of the 1930's.

BUCKEYE, ARIZONA

The 14th Annual Southwestern Regional Contest was held Feb. 22 and 23. We won't attempt to give a complete report on this fine contest as we just don't have the space. (or recollection). Instead here are some impressions from the four Scat members who attended. (Van Nest, Cusick, Hartill, and Vela). Bob, Craig, and Bill packed in the 400 some odd miles together leaving LA Friday afternoon about 3:30 PM. We arrived in Buckeye sometime near midnight and quite luckily it turned out, our motel room was awaiting us. Later we found that the Motel had changed owners 3 times since the reservations had been made and only our advance payment and the fear of the Auto Club saved the night for us. Al Vela wasn't so fortunate, he and his carload had to spend the night in the car. With these mixed blessings we leaped into the fray Saturday. This was unlimited rubber day.

Weather was very good. Temperature about 70° and just a slight drift. Bob and I flew Wakefields using the windup and wait technique. It worked pretty good for me but on the first flight the thermal was a bit too strong and it was out of sight in 4:58. (mostly straight up). Ziegenmiller flew a big unlimited ship with a reputed 10 oz. of rubber to capture first place with a nice 4 flight total (not a record). Hal Cover started flying after Bob and I were finished and also maxed out, grabbing 2nd place. Hartill got 3rd

and Bob 7th. (All this rubber activity in Arizona has apparently had some effect on the Phoenix boys, since we now hear that they are starting to build some.)

Saturday afternoon the weather was still good so Craig, Bob and I test flew our FAI power ships. Lots of fun! That night we went to the dinner at the Buckeye High School. It was scheduled for 7:30 and we arrived a minute or two after. Seems that everybody else was so hungry they had arrived early and were already seated. We stumbled in just as the signal was given to form a line to pass the serving line. The door we came in through was right at the head of the line and we were swept forward on the crest of the wave and were first to be served.

We could see some of our famished friends like Sal Taibi waving his fist from the tail end of the line. This once again demonstrates the superior team effort of the SCAT club.

The food consisted of huge mounds of all kinds of meat and vegatables that the very friendly citizens of Buckeye heaped on our plates. We made complete pigs out of ourselves. Thank you Buckeye!!

The next day the weather turned out to be a bit different--windy! We started flying right away and found the rest of the competition standing around with their hands in their pockets muttering things about how windy it was. The ships were drifting out fairly rapidly and chasing by car was quite necessary. After some wild rides we soon got the lay of the land which included the All-American irrigation canal, several tributaries, tank traps, des ert brush and a skunk nest. Standard chase included dodging 8 Hondas, cresting a sudden rise with a bottomless drop, roaring down a narrow path on the ed of the canal, (dodging Taibi roaring back) putting her into a four wheel drift across the one lane bridge across the canal and up and down tractor paths trying to guess how far it went.

Cusick won this one with a grueling 11:40, Chet Warden was second, Hartill third, and Bob Van Nest got another 4th. After all that activity we started flying Nordic but we ran out of strength and time. Bill Langenburg took first and I am not sure about the rest. We all hope to make it again next year. Besides that, we always get a kick out of the look on the inspectors face at the border inspection station when he sees all those toy airplanes in the car trunk.

The Date Festival Queen at Indio was also happy to see the SCAT boys again.

FRANK ZAIC - Northridge, California (Box 135)

Frank has a new book in the works! He says he started it in 1951! Title is "Model Aircraft and Circular Airflow". Cost - $3.00. Frank also has tissue, rubber, shafts, etc, and older "books". We don't normally advertise commercial items but Frank is an institution that doesn't need advertising. Just a word to the wise.

U.S.A. 1964 FAI Team Qualifying Trials F/F

Just in case you haven't heard, here is a review of what you have to do to

qualify for a position on the F/F FAI team for 1965.

1. Qualifying trials: June 14, July 12, and Aug. 16, 1964. Fly in the trials and qualify either by percentage (25%) or time (25 minutes in Wake and power, 23 minutes in Nordic) based on the two best out of three trials.

2. Quarter-finals: Labor Day weekend Sept. 5, 6, and 7, 1964. Top 6 contestants in each event in each zone will qualify to go on to the Semi-finals. One quarter-final per zone will be held.

3. Semi-finals: Veterans Day weekend May 30, 1965. One semi-final in each zone will pick the top man in each event for the team.

The committee members have been working their butts off preparing this program, lining up contest directors, spreading the word, etc. They hope that their efforts will be rewarded with more interest in FAI events and especially, eager competitive-smooth working teams. Many of you modellers have already indicated your interest and enthusiastic support for which the committee is grateful.

A late news-flash from the FAI meeting held in April in London reports that the F/F World Championships will most likely be held in Finland in July 1965. Because of the early date, it has been suggested that team selection should be completed in 1964 so as to reduce last minute rushed preparations. If this becomes necessary, team members would be selected at the Sept. 5, 6, and 7, 1964 quarter finals contest. The committee would like to hear from you on this subject so that a decision can be made soon. For more details on the team selections program see the March, April, and May "Model Aviations". If you can't find out where to fly in a qualifying trials, write or telephone your nearest F/F ICC member.

Jim Patterson, 7932 Brimfield, Apt. 2, Van Nuys, Calif.
Stan Chilton, 446 Ida, Wichita, Kansas
Bill Bell, P.O. Box 381, Delray Beach, Florida

Other items of interest to the F/F ICC are the following:

1. Suggestions on how future team selection should be planned.
2. Suggestions on how to get the teams ready to win.
3. Suggestions as to what our position should be on possible model specifications, changes, and contest regulations.

DAVE BALES - Bloomington, Indiana

We miss good old Dave, but the way he keeps drifting around the country chances are he hasn't really gone to Indiana but is just downwind somewhere. Anyway here is a three view from Dave of an .09 FAI power job. As Aeromodeller would say, "Here is a model from overseas which abounds with many interesting technical features". Dave describes this job and his activities as follows:

"First, to describe the plane. This is a further experiment on an earlier design which has gone through 3 other design changes. The first two planes were .010 powered with #1 having the engine higher up on the front fin. Number 2 had the engine lower, with the thought in mind of this improving the glide. It did, so a 3rd plane, an .049 size was built. This plane incorporated a sheet wing similar to the one on the OIZORAR

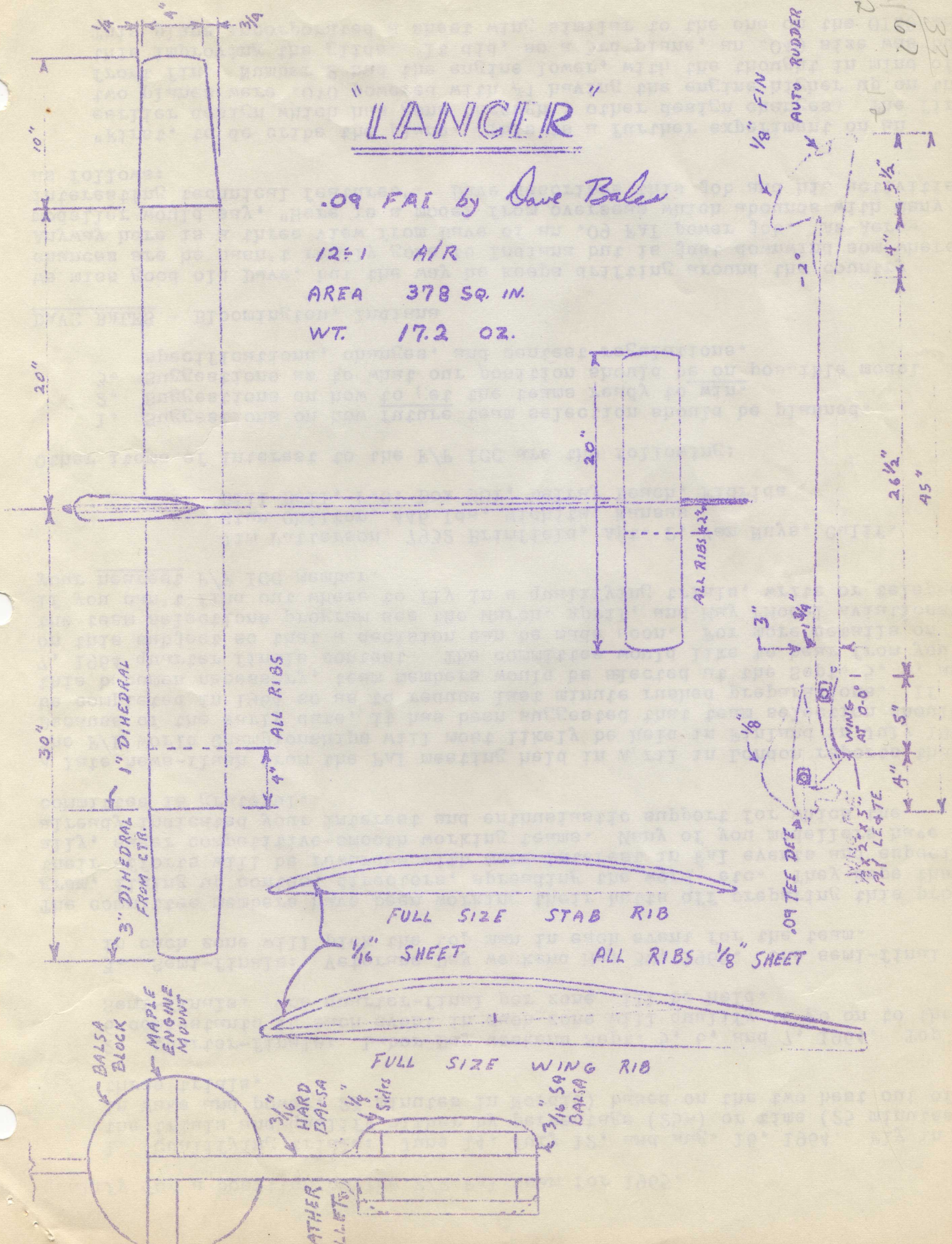
"LANCER"

.09 FAI by Dave Baker

12÷1 A/R

AREA 378 SQ. IN.

WT. 17.2 OZ.



Wakefield (April 1962 SCATTER). It turned out heavier (14 oz) than expected due to my over use of spruce and ply in the fuselage, but the plane had a fast climb and the glide was comparable to the light weight AMA planes. The fine performance of this plane made me confident that an .09 FAI could be adopted once the transition problem had been solved. I did this very effectively by adding the auto rudder. Changing the position from below the stab to behind it and adding the area shown, gave a much more consistent power pattern.

I have been snowed in from November to the present and there has been no reasonable weather to fly in. To date, this plane has only 10 flight and no trouble was encountered. I would be interested in hearing from anyone who does build this design, and any modifications that they might add. You can include my address if you wish.

I'm sorry that there is no contest record to show for the design but I will let you know as I acquire one.

At the present, I am drawing up my pylon nordic as it does have a pretty good contest record and lots of flights from which to establish it's good and bad points."

Dave Bales, 908 So. Madison
Bloomington, Indiana 47401

Dave, how about sending plans for that pylon Nordic A2? That thing flew pretty good.

Next month: Saturn, Mk. IV from Craig Cusick; A Wakefield from Roger Gregory; and an A-2 Nordic from Dave Christy.