THE

SCATTER

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In case you were wondering, (and we could tell you were) we are attempting to put our subscription records on a more business like basis. Henceforth your hard earned $2.00 will buy you exactly 12 issues of this humble paper. Any lapses by the editorial and production staff resulting in doubled up issues or skipped months will mean that your subscription will be extended accordingly. This policy is retroactive back to and including 1964. The remainder of the Scatter policy remains unchanged and that is that our own building and flying comes first. So good-luck!

Henry Nicholls, London, England

The March-April '64 Scatter carried a report on the April F.A.I. C.I.A.M. meeting held in London. Your editor was a bit critical of the C.I.A.M. for what seems to be a perpetual European orientation. My critique centered on the fact that for more than a year after the World Championships, the organizers and site for the next one had not yet been determined although the Republic of Mexico had been turned down. Mr. Nicholls wrote as follows:

"Ron Moulton of the Aeromodeller has sent me a photostat copy of one page of a recent issue of Scatter in which you criticise the C.I.A.M. of the F.A.I. for organising all World Championships in the European theater and for recently having turned down an offer of the Mexican Aero Club to run the Free Flight Championship. You also suggest that my knowledge of Geography is deficient in that I cannot tell, to quote your own words "what is too far away for who."

"Let me hasten to assure you that this is not a purely geographical problem and in order to set your mind at rest I enclose for your information a copy of a letter which I wrote to the Secretary General of the

Aero Club of Mexico setting up all the points that had been considered by our Committee before turning down their offer. I think, having read this letter, you will agree that the problem is far more complicated than your issue of Scatter suggests."

"Most of the work of the C.I.A.M. is not done by writing letters to people or sending written memoranda on how a World Championship should be organised. Most of our work is in fact done in Committee in verbal discussion between those delegates that come to our Annual Meeting or from between the members of the Bureau of the C.I.A.M. and the Chairman of the three Technical Sub-Committees who have a supplementary meeting in April of every year. There can be no substitute for a free discussion between delegates and it is a matter of great regret that the South American countries for example as well as the Australians, New Zealanders and South Africans and Japanese have not found it possible to send delegates to our one and only Annual Meeting where this discussion can take place. I personally have been deeply aware of this problem and last year for example I managed to get a Frenchman who is a keen modeller and a good linguist to represent South Africa, he was instructed by the South African modelling association as to what their views were on various subjects and he proved to be of great value in putting forward the South African point of view on the Control-line Sub-Committee and in the main committee. A similar situation existed for three years during which Mr. Rushbrooke, another English man whose name must be well known to you, represented New Zealand this being an arrangement which was also come to between himself and the New Zealand Aeromodellers Association at my suggestion.."

"Lastly let me deal with this apparent ambiguity between paragraphs 1.4.5 and 3.4.1. of the Sporting Code. There is really no anomaly here at all. The difficulty that originally arose in which a flight was cancelled if a free flight model lost an essential part during launching was resolved in favour of the competitor by making this an attempt and not a cancellation of the flight and this is precisely what 3.4.1. does."

"Lastly may I say this. The A.M.A. is fully awame of it's responsibilities visa-vis the C.I.A.M. of the F.A.I. and I am sure I am right in saying that A.M.A. representation of the C.I.A.M. has been stronger than from any other country during the past few years. If any particular section of modellers in the United States feel that they have a grievance about the way that the C.I.A.M. runs things then the proper procedure is for them to put up their complaints to the A.M.A. so that the A.M.A. can in turn present them to the C.I.A.M. Unless full advantage is taken of the normal lines of communication between the individual modeller and the International authority one cannot expect ones messages to get through."

"I hope this letter has done something to resolve your misunderstanding of the aims and objects of the C.I.A.M."

Your editor now stands corrected on the "conflicting" paragraphs of the Sporting Code. I now have a new copy that reads as Mr. Nicholls describes. Editorial policy of the Scatter is not designed to act in any A.M.A. Official capacity, nor is it so sanctioned in any way.

The Scatter presents news and opinion and in the process is fully aware of the various means of communication between the individual modeller and the international authority. We know for example that the previous U.S.A. representative did not get his message, or anyone elses, through to the Chairman of the F.A.I. C.I.A.M. F/F sub-committee, in a years time.

The Scatter will continue to speak out on these subjects in keeping with the interests of it's readers.

Mr. Nicholls' letter addressed to the Secretary General, Club Aero de Mexico, puts forth the position of the C.I.A.M. and the reasons why the offer by Mexico to host the World Championships was refused. The reasons were:

A) The "World Championship" must attract the maximum number of National entries,(minimum of 5)
B) There are more countries in Europe than in America.
C) Previous South American participation in European based World Championships and in C.I.A.M. meetings has been nil.
D) Conduct of the World Championships by an inexperienced country would lower thestandards now reached in Europe.
E) European teams could not travel to America.
F) South American delegates have been unable to attend C.I.A.M. meetings in Europe.

Your Editor thanks Mr. Nicholls for his informative correspondence. This exchange has accomplished exactly what we intended, and that was to bring out in the open for discussion, the business of the C.I.A.M. The Scatter does not agree that the business of the C.I.A.M. should be confined to the personal exchanges between delegates at annual meetings held in some remote corner of the globe. (London and Paris may be handy for Europeans but what about Wellington or Capetown?)

We know that it isn't just a matter of geography. The European Continent has always looked upon the rest of the world as a sort of out-back rural area. It may well be that we will have to dump their tea into Boston harbor once more and cast off their oppressive yoke.

We have some other correspondence here that shows that many of the Countries of the Western Hemisphere are not sitting idly by. Tentative maneuverings had been made to provide a host country in America in case arrangements were not forthcoming in time in Europe. Now that it will

be Finland for '65 thoughts are now shifting to '67. The January '65 issue of Aeromodeller mentions that the '67 F/F World Championships will be held in Czechoslovakia. This is the first we heard of this. Checking our copy of the minutes of the November meeting of the C.I.A.M. in Paris we find no mention.

Minutes: C.I.A.M. F.A.I. November 1964 Paris France

III. CORRESPONDANCE-

The President said that this referred to a letter from Mexico offering to hold a World Championship. He explained the reply which he had sent giving the reasons for not holding a Championship in that country:

1) Distance too great for European modellers whose finances could not afford travelling expences.

2) World Championships should be held in a country where a majority of National Aero Clubs could send competitors.

3) World Championships should be organized by countries with great experience.

4) Delegates from all countries and, particularly those from countries who intended to organize World Championships, should attend C.I.A.M. meetings regularly to be up to date on questions concerning aeromodelling.

The U.S. delegate asked how many countries could attend if the World Championships were organized in either of the American continents. There were no replies. The President then said that if several countries offered to organize the World Championships, the one likely to attract the biggest entry would be chosen, but if only an American country offered then the offer would be accepted if 5 countries entered.

IV. 1964 World Championships -

a) Indoor

The President expressed his regret that the 1964 Championships had been cancelled due to lack of support, he pointed out that:

1- Delegates should ask their Clubs to respect the entry dates.

2- The General Conference had stipulated a minimum of 5 entries for a World Championship.

The U.S. delegate asked if the 1964 Championships could be held in 1965.

It was pointed out that a bi-annual programme had to be maintained but that an International Competition could be held in 1965.

There were however no volunteers to sponser this.

V. 1965 World Championships

b) Free Flight (in Finland)

Mr. S. Pimenoff said that authority to use the military airfield had not yet been obtained, but that this was a mere formality that he experted an answer within a week. The date of the Championships should therefore be announced in 2 weeks time. Entry fee $62 which will mostprobably be reduced to $40. The German delegate asked what would happen if Finland was unable to organize the World Championships.

The President asked if any other country could make an alternative offer.

No offers were forthcoming.

The President then said that if Finland cannot organize this event there will be no World Championships.

IX. Other Business-

The Sov iet delegate then raised the question of attendance at sub-committee meetings. He said that it was too expensive for his Club to send six or seven delegates to Paris and suggested that the meeting of the full committee should last 3 or 4 days so that one delegate could participate in all matters.

He stressed the need for working papers to be sent in good time for study before the meeting.

The delegate from Belgium said that 4 years experience of the sub-committees had revealed their utility, furthermore it was not possible for some delegates to be absent from their work for nearly a week. He suggested that the C.I.A.M. Bureau should study the problem.

The U.S. delegate said that there was no question of abolishing the sub-committees but that only those having work to do should meet.

It was finally agreed unanimously that the Bureau should conduct a thorough investigation of the matter at its next meeting in April.

The President stressed the need to keep proposals for the Agenda as short as possible. The proposal only to appear on one sheet of paper with the verbal explaination reserved for the meeting.

The British delegate proposed

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a) (Ref. 2.6.4) That the individual scores of the Judges should be displayed on each day of the Championships. This was adopted by a small majority.

b) That"motors shall be equiped with silencers" should be added to article 1.3.5.b.

The President pointed out that since a silencer may affect the power it might alter the characteristics of the model and that therfore a vote could not be taken at this stage. He suggested therefore that countries using silencers should send in a report for study by the C.I.A.M.

Sporting Calendar
(Models)

Finland Mid-July to be kept free for Free Flight World Championships 28/2/1965- International Competition at Helsinki for Nordic gliders, Wakefield, and Power

Czechoslovakia - International Competitions -
22&23/5/65 - Control line (Scale) at Horovice.
5/9/65 --Radio control, multi, at Karlovy Vary

Sweden - 9-15/8/65 - RadioControl World Championships at LJUNGBYHED The following week there will also be an R.C. contest in Stockholm.

X. ELECTION OF OFFICERS -

The President, Mr. H.J.Nicholls, intimated that he did not wish to stand for re-election and suggested that the 1st Vice President Dr. W.A. Good, U.S.A. should be considered for the post. No other names were proposed, so Dr. W.A. Good was elected unanimously to the Presidency of the C.I.A.M.

Following a proposal by the Italian delegate Mr. H.J.Nicholls was unanimously elected Honorary President.

1st Vice President : Mr. R.BECK Proposed by R.Moulton (G.B.)
2nd by W.A. Good
unanimous.

Secretary : Mr. A. ROUSSEL Proposed by W.A.Good
2nd by Mr. A.L.Aarts
unanimous

Technical Secretary : Mr. R.Cerny Proposed by U.S.S.R.
2nd by Beligium
unanimous.

Technical Sub-Committees For 1965

The following were elected as shown:

Free Flight Chairman;	S. Pimenoff	(Finland)
	R.A. Champine	(U.S.A.)
	E. Krill	(Austria)
	R. Guilloteau	(France)
	J. Sokolov	(U.S.S.R.)

XI. Dates of the next meetings-

C.I.A.M. Bureau : In April 1965 either in Frankfurt or Munich.

Full Committee : 18th and 19th of November 1965.

Free Flight Sub-Committee Meeting

****

MINUTES

Present: In the Chair: Mr. S.A.Pimenoff (Finland)

Austria	Mr. E. Krill
Canada	Mr. P.J. Allnutt
Czechoslovakia	Mr. R. Cerny
France	Mr. R. Guilloteau
Great Britain	Mr. H.J. Nicholls
Jugoslavia	Mr. M. Dordevic
Poland	Mr. A. Trzcinski
U.S.A.	Mr. R.A. Champine
U.S.A.	Mr. J. Worth

Mr. W.P. Welsh F.A.I.

I. a) The French proposal to change articles 3.10.2 and 3.11.2 was rejected.

b) The AMA proposal concerning article 3.7. viz. to increase the time for each additional round to 1 minute was adopted.

c) Concerning the AMA proposal about the organization of Free Flight Championships, it was unanimously agreed to add the following sentence to paragraph 2 of last year's recommendations:

"The contest should start as early as practical"

d) The French proposal to increase the number of models allowed in Free Flight World Championships from 2 to 3 was rejected.

II. The Soviet proposal concerning 3.6.2 to make it obligatory for one of the two time-keepers to be of a Nationality different to that of the organizing Aero Club was discussed.

It was unanimously agreed that this was desirable, as already pointed out in last year's recommendations, but that it cannot be made compulsory because of the great difficulties involved. Participating countries may however send qualified time-keepers with their team provided that a suitable financial agreement can be arranged with the organizers.

IV. The Chairman enquired on behalf of the Finnish Aero Club if there were any objections to using mechanical starters. The Sub-Committees had no objection to this.

VI. The following items were refered to the Free Flight Sub-Committees:

1) French "Winter Cup" proposal.

2) Italian suggestions concerning timing.

3) Canadian suggestion for adoption of a standard fuel.

Open Letter to Al Vela from E. Barjao, Mexico City

" Estimado Amigo Vela;"

"I had the pleasure to meet you in the last '63 Nats at Los Alamitos Calif. and I am very glad to contact you again by way of this letter.

Our good friend Mr. Don Jaum Manuel Parga has told us of the interest that you and Scatter have of our modelling activities and we are very pleased to send you copies of the official news letter of our Federation.

In the last FAI meeting in Mexico City our Country asked to be the site for the World Championships but was rejected because of being too far. We ask from where?

This could have meant so much for the future progress of modelling in this Country and to the Countries of Central and South America. (and for North America too: Editor) Higher authorities in these Countries would be more willing to give assistance and financial backing in the future model sporting activities if the FAI had accepted our offer.

We have news that the W.C. will be held in Finland and we have already started working on our plan to send a Mexican team to represent our Country in this Champs.

Incidentally some time ago a modeller of the U.S.A. had the proposal to organize a Pan American Champs with plans to hold the first meet in the U.S.A. We sent him a letter with all our support and cooperation, unfortunately we never heard from him again?

We sincerely hope that you and Scatter keep working on the idea as this will mean so much to everybody. We will appreciate letting us know in what way we can help in this matter and you can count with our support."

"The best wishes from all the modellers of the Republic of Mexico."
For the A.C.A.R.M.A.C.

(Signed) Everest Barjao

H.P.Benedini, Buenos Aires, Argentina

"I am mailing you news and publications of the modelling activities in our Country.

I include a circular of our Federation about the result of our 1964 Nats. Also two magazines currently published in this Country, one featuring plans of one of our best Wakefields designed by E. Colombo, if you find this of interest I will appreciate it's publication in the exellent "Scatter."

At this respect I will like to know why as a subscriber since Jan. 1964 I get copies from 1963 and with much irregularity?

You will also find a photo of my propeller, same one used in our Nats.

If your ocupation permits you I will appreciate a reply."

(Signed) H.P. Benedini

Thank you very much for the interesting material on activities in your Country Mr. Benedini. The March '64 copy of "Aviacion" gives results of the Argentine Nationals. (XVII) Free Flight events included Indoors, Nordic A1 and A2, Wakefield and FAI Power.

Winners were, respectively,

Eduardo Grippo	Indoors	(7)
Luis M. Coronel	A-1	(26)
J.M. Randazzo	A-2	(49)
H. Benedini	Wakefield	(26)
E.R. Finucci	FAI Power	(30)

Aphoto shows Benedini javelin launching his Wakefield in the true "Patterson" style. Or perhaps Jim got the technique from Benedini? Well anyway the activity seems quite inspiring.

There were a total of 230 entries with the number of entries as noted above in the F/F events.

We hope to become more proficient in reporting activity in all the Countries of America as it appears that from the little we have looked into it there is a surprising amount of activity.

Al Vele & Scatter Returns the Compliment

"Por LA PRESENTE QUIERO AGRADECER LA COOPERACION DEL SR. H.P. BENEDINI DE LA HERMANA REPUBLICA DE ARGENTINA POR EL MATERIAL QUE TUYO LA FINEZA DE MANDARME, EL CUAL HEMOS ENCONTRADO DE MUCHO INTERES LOS PLANOS PARA WAKEFIELD DEL SR. E. COLOMBO(ARGENTINA) SO DISEÑADOR, IOS CUALES VAMOS A TENER EL HONOR DE PUBLICAR EN ESTA REVISTR CIRCULAR, Y ESPERAMOS SIGA TENIENDO LA GENTILEZA DE SEGUIR INFORMANONOS RESPECTO A TOPAS LAS FUTURAS ACTIVIDADES EN ESTE HERMOSO PAIS TODOS MIS RESPETOS PARA LOS AEROMODELISTAS EN GENERAL SIGA ADELANTE, SR. BENEDINI!

TAMBIEM QUIERO HACER EXTENSIVO MI AGRADECIMIENTO PARA MIS COMPATRIOTAS DE MEXICO Y RESPECTIVAMENTE AL SR. EVEREST BARJAO V. CONSEJERO DELEGADO DE LA FEDERACION MEXICANA A.C.A.R.M.A.C. POR LA GENTIL CARTA Y BOLETINES QUE SE SIRVO MANDARME ACERCA DE LAS ACTIVIPADES MODELISTICAS EN ESTA REPUBLICA POR IO CUAL ME LA CORTA VIDA DE LA NUEVA ORGANIZACION SE HA LOGRADO, LAMENTANDO QUE MEXICO NO HAYA LOGRADO EN ESTA OCASION LA SEDE PARA LOS CAMPEONATOS MUDIALES Y SOY DE COMUN ACUERDO QUE UN EVENTO COMO ESTE SERIA DE UN SIGNIFICATIVO IMPORTANTI SIMO PARA EL DESAROLLO DE ESTA INTELIGENTE ACTIVIDAD, NO TAN SOLO PARA MEXICO INCLUSIVE PARA TODAS LAS AMERICAS.

TAMBIEN NOS RECURDA EL SR. BARJAU Y NOS DEMUESTRA SU INTENSO INTERES ACERCA DE LOS PANAMERICANOS QUE EL SR. JERRY RITZ TRATO' DE ORGANIZAR Y QUE DEBIDO A FALTA DE RESPALDO ECONOMICO NO SE PUDIERON LLEVAR A CABO, Y QUIERO ENTERARLE AL SR. BARJAU YA TODAS LAS FEDERACIONES PANAMERICANAS QUE EL SR. BILL HARTILL DELEGADO DE F.A.I. VUELO LIBRE DE LA ACADEMIA Y SO SERVIDOR NOS HEMOS HECHADO A CUESTAS EL PROYECTO DE VER LOGRADO ESTE CAMPEONATO PANAMERICANO QUE HASTA AHORITA HA SIDO SOLO UN SIMPLE PROYECTO Y ESPERAMOS QUE LA SUERTE SEA MAS BENEVOLA CON NOSOTROS

QUE COMO FUE CON EL SR. JERRY RITZ.

ESPERO QUE ESTE PROYECTO TENGA EL RESPALDO DE TODOS LOS PAISES CENTROAMERICANOS PUES SIN LA UNION DE TODOS ESTO PUEDE MORIR SIN HABER NACIDO.

AFFECTUOSAMENTE

Signed. Al Vela

Max Boccardo.- Concepcion. Chile

A while back (old news) SCAT flew in a postal Contest with Chile. Just for the record is the interesting report from Max Boccardo:

"I am glad to include results from our contest. I must apologize, though, for the abscence of FAI gas totals, which we had agreed to fly. Unfortunately, on June 14, after flying Nordic and during the later rounds of Wakefield, a thick fog covered our flying field, and this coupled to a moderate breeze made flying and timimg the models quite impossible. As luck would have it, the rain date turned out to be just that... a rain date. Thus our FAI disaster. Excepting this, the contest was quite enjoyed by everybody, and the results, although not our best, reflect it. In each category, you can see, there was a big difference between the leader and the runners-up, something a bit unusual between us.

We all hope to recieve your results as soon as possible and wish that some other time there will be another contest between our groups, at which contest we shall do our best to send complete results, reflecting our interest in free-flight flying."

Sincerely,

Signed, Max Baccardo

Nordic

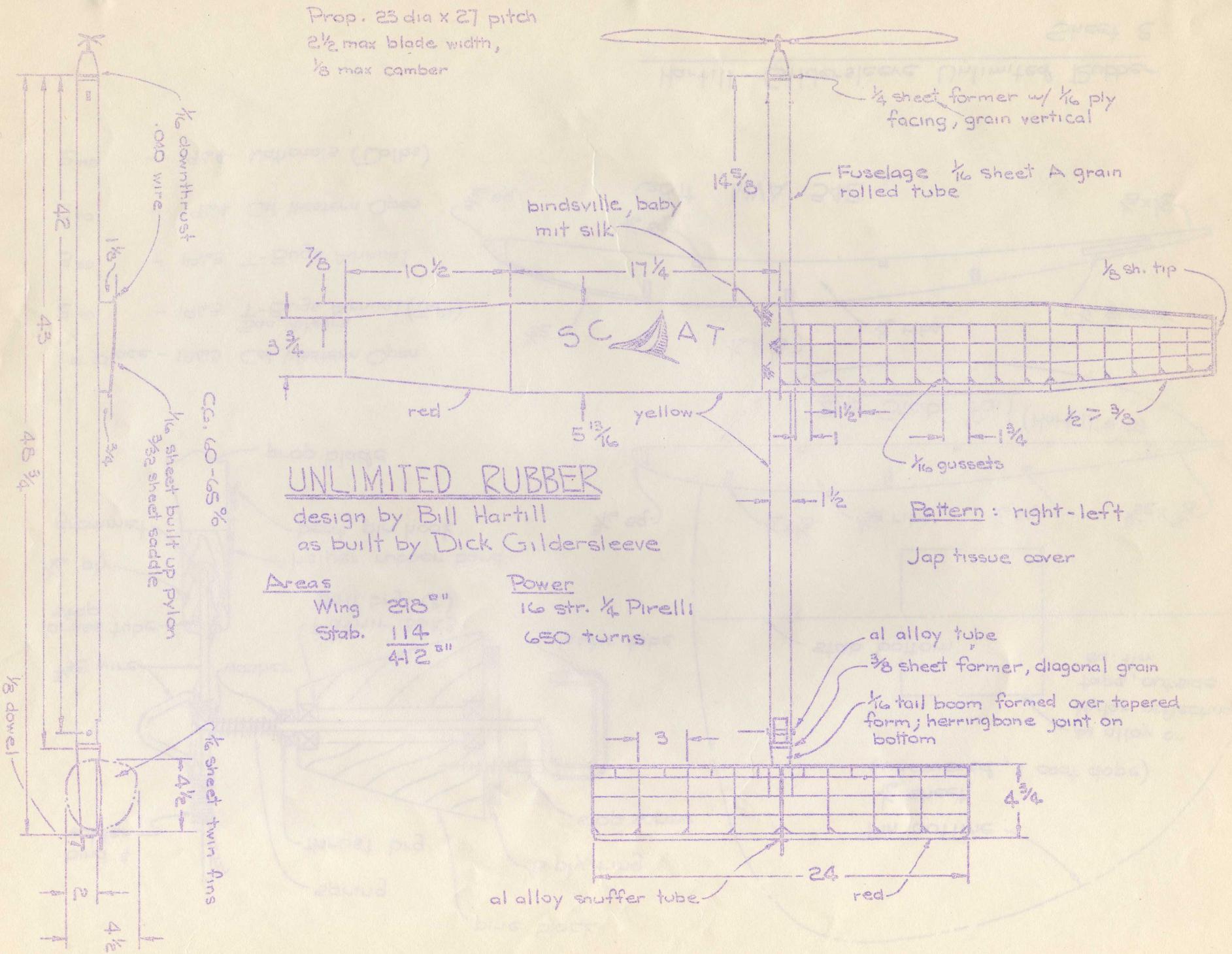
1.	Ivan Mancinelli	111	180	180	180	180	831
2.	Carlos Meyer	166	52	96	180	180	674
3.	Luis Vasquez	116	108	180	87	178	669

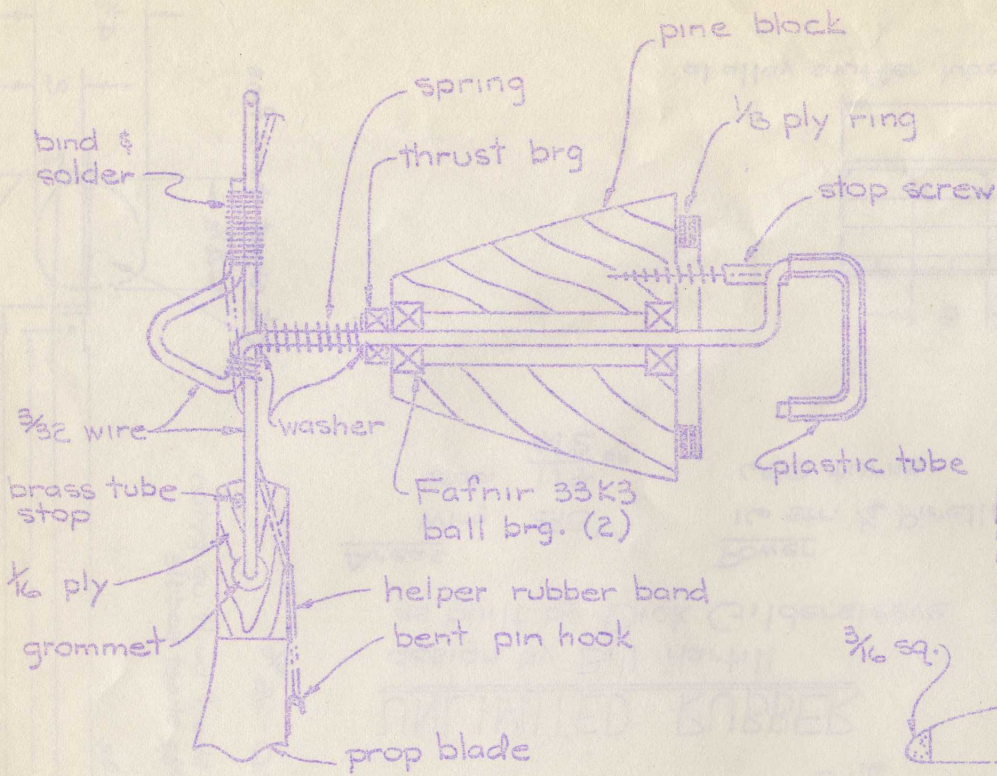
Team Total : 2174 secs.

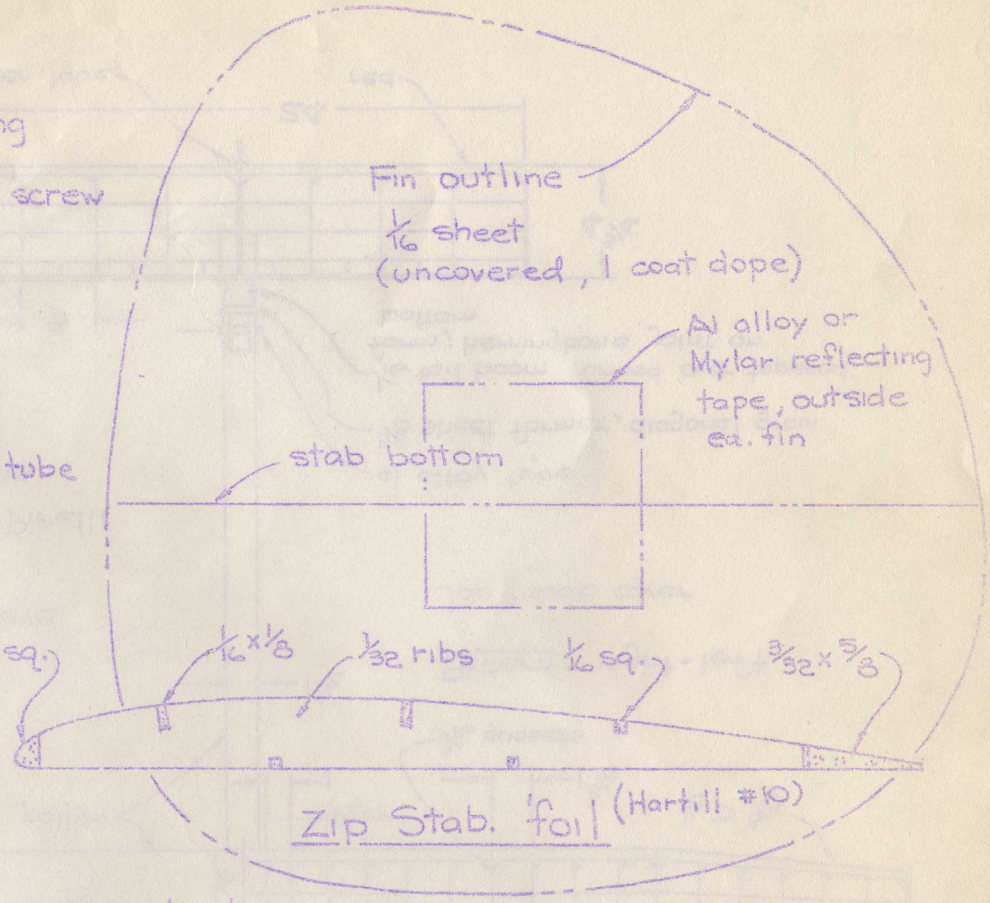
Wakefield

1.	Luis Vaquez	139	180	170	138	180	807
2.	Max Boccardo	89	113	106	116	180	604
3.	Carlos Meyer	72	69	113	180	150	584

Team Total : 1995 secs.


Prop. 25 dia x 27 pitch
2½ max blade width,
⅛ max camber
1/16 downthrust
.040 wire
1/16
42
43
46 3/4
1/16 sheet built up pylon
3/32 sheet saddle
CG. 60-65%
1/8 dowel
1/16 sheet twin fins
4½
2
4½
1/4 sheet former w/ 1/16 ply facing, grain vertical
14 5/8
Fuselage 1/16 sheet A grain rolled tube
bindsville, baby mit silk
7/8
10½
17¼
3¾
SCAT
red
5 13/16
yellow
1/8 sh. tip
1½
1¾
1/16 gussets
½ > 3/8
1½
UNLIMITED RUBBER
design by Bill Hartill
as built by Dick Gildersleeve
Pattern: right-left
Jap tissue cover
Areas
Wing 298 sq in
Stab. 114 / 412 sq in
Power
16 str. ¼ Pirelli
650 turns
al alloy tube
⅜ sheet former, diagonal grain
1/16 tail boom formed over tapered form; herringbone joint on bottom
3
4¾
24
al alloy snuffer tube
red





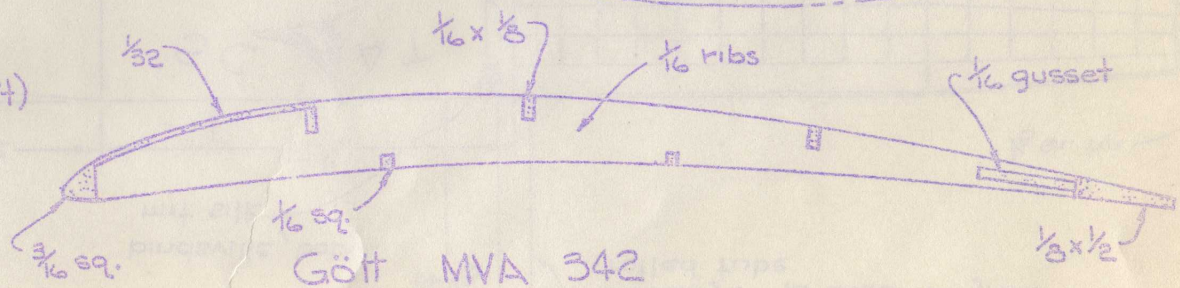
1ST Place - 1963 Cal Western Open

2ND - 1963 San Valeers T-Bugs Annual (Taft)

3RD - 1963 T-Bugs Annual

2ND - 1964 Cal Western Open

2ND - 1964 Nationals (Dallas)



Gött MVA 342

Hartill - Gildersleeve Unlimited Rubber

Sheet 2

New SCAT Club Member - Virgil Alan Patterson

Specifications; Arrived : 1:15 PM Dec. 16, 1964
Weight : 7 lbs. 8 oz. (3360 Grams)
(equal to 67 Wakefield Motors)
Hair : Red
Parents: Jim and Janele
Congratulations to the proud parents from the Scatter.

Belated Congratulations to the Gildersleeves'

It's a girl, Kathryn Marie Gildersleeve, born February 17,1964. All you readers have a cigar on Scatter. Dick takes all this in stride, building with one hand and changing diapers with the other. Just to prove it check the following:

Eureka!! By Dick Gildersleeve Fujunga, California

"An open, unrestricted, unlimited, etc. model in the Scatter? Zounds!

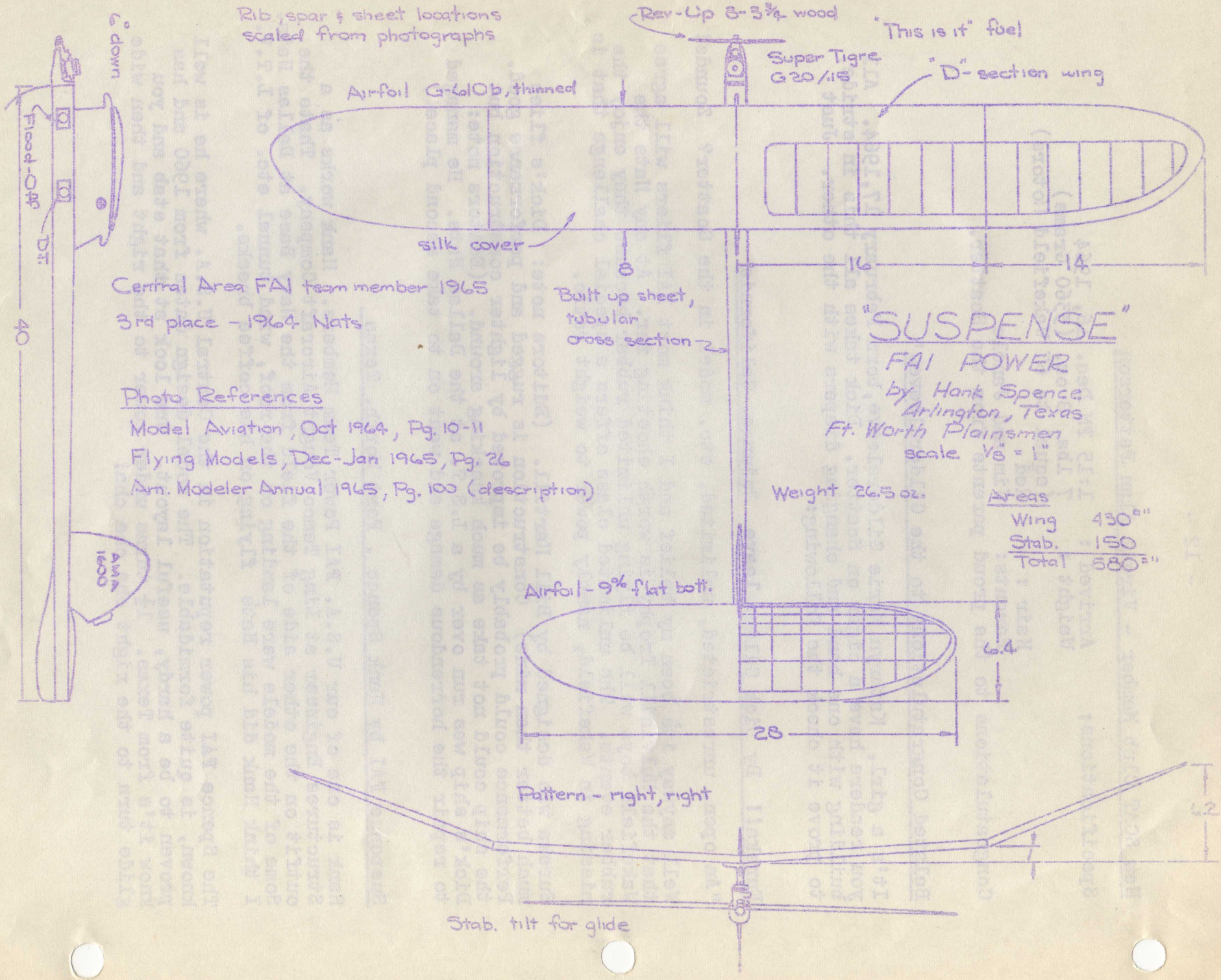
Well anyway it's been my belief and I think most FAI fliers will agree that the Mulvihill Trophy is worth shooting for. At any Nats the Wakefield boys will be flying unlimited rubber because they enjoy the rubber events. The unlimited class offers a special challenge that is missing in Wakefield, namely power to weight ratio.

Eureka was designed by Bill Hartill. (Editors note: Dick's flies much better than mine) Construction is rugged and performance good. Performance could probably be improved by lighter construction but the ship could not take as much knocking around. (Editors note: Dick's ship was run over by a L.S.T. at the Dallas Nats. He managed to repair the horrendous damage and went on to take second place.)

Suspense FAI by Hank Spence , Fort Worth, Texas

Hank is one of our U.S.A. FAI Power Team Members. Hank works as a Structures Engineer at Ling Temco Vought Aircraft Company. Thats the outfit on the other side of the field from the Navy Base at Dallas Nats. Some of the models were landing on the roof, wind tunnel etc. of L.T.V. I think Hank did his Nats flying on his coffee breaks.

The Spence FAI power reputation in the Central U.S.A. where he is well known, is quite formidable. The model design dates from 1960 and has proven to be a hardy, useful layout. One look at that stab and you know it's from Texas. 1½ turns under power to the right and then wide glide turn to the right cha cha cha!


Rib, spar & sheet locations scaled from photographs
Rev-Up 8-3¾ wood
"This is it" fuel
Super Tigre G20/15
"D"-section wing
Airfoil G-610b, thinned
silk cover
8
16
14
Built up sheet, tubular cross section
Thrust-Offset
D
3° down
40
Central Area FAI team member 1965
3rd place - 1964 Nats
"SUSPENSE"
FAI POWER
by Hank Spence
Arlington, Texas
Ft. Worth Plainsmen
scale ⅛" = 1"
Photo References
Model Aviation, Oct 1964, Pg. 10-11
Flying Models, Dec-Jan 1965, Pg. 26
Am. Modeler Annual 1965, Pg. 100 (description)
Weight 26.5 oz.
Areas
Wing 430 sq in
Stab. 150
Total 580 sq in
Airfoil - 9% flat bott.
6.4
28
Pattern - right, right
4.2
Stab. tilt for glide

New SCAT Club Member - Virgil Alan Patterson

Specifications;

Arrived :	1:15 PM Dec. 16, 1964
Weight :	7 lbs. 8 oz. (3360 Grams) (equal to 67 Wakefield Motors)
Hair :	Red
Parents:	Jim and Janele

Congratulations to the proud parents from the Scatter.

Belated Congratulations to the Gildersleeves'

It's a girl, Kathryn Marie Gildersleeve, born February 17,1964. All you readers have a cigar on Scatter. Dick takes all this in stride, building with one hand and changing diapers with the other. Just to prove it check the following:

Eureka!! By Dick Gildersleeve Fujunga, California

"An open, unrestricted, unlimited, etc. model in the Scatter? Zounds!

Well anyway it's been my belief and I think most FAI fliers will agree that the Mulvihill Trophy is worth shooting for. At any Nats the Wakefield boys will be flying unlimited rubber because they enjoy the rubber events. The unlimited class offers a special challenge that is missing in Wakefield, namely power to weight ratio.

Eureka was designed by Bill Hartill. (Editors note: Dick's flies much better than mine) Construction is rugged and performance good. Performance could probably be improved by lighter construction but the ship could not take as much knocking around. (Editors note: Dick's ship was run over by a L.S.T. at the Dallas Nats. He managed to repair the horrendous damage and went on to take second place.)

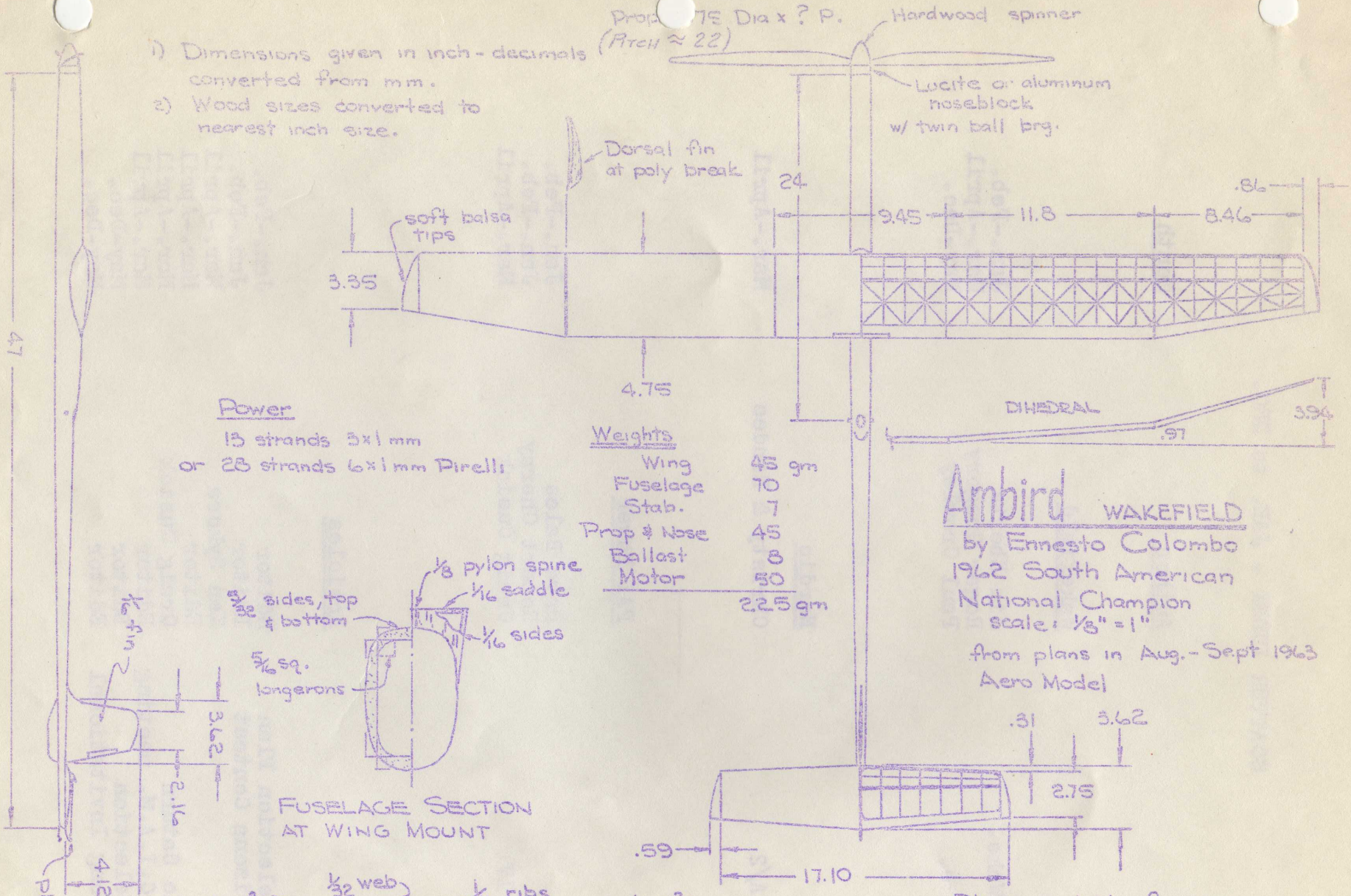
Suspense FAI by Hank Spence , Fort Worth, Texas

Hank is one of our U.S.A. FAI Power Team Members. Hank works as a Structures Engineer at Ling Temco Vought Aircraft Company. Thats the outfit on the other side of the field from the Navy Base at Dallas Nats. Some of the models were landing on the roof, wind tunnel etc. of L.T.V. I think Hank did his Nats flying on his coffee breaks.

The Spence FAI power reputation in the Central U.S.A. where he is well known, is quite formidable. The model design dates from 1960 and has proven to be a hardy, useful layout. One look at that stab and you know it's from Texas. 1½ turns under power to the right and then wide glide turn to the right cha cha cha!

1) Dimensions given in inch-decimals converted from mm.
2) Wood sizes converted to nearest inch size.

Prop 7E Dia x ? P. (Pitch ≈ 22)



Power

15 strands 3x1 mm
or 28 strands 6x1 mm Pirelli

Weights

Wing	45 gm
Fuselage	70
Stab.	7
Prop & Nose	45
Ballast	8
Motor	50
	225 gm

Ambird WAKEFIELD

by Ernesto Colombo
1962 South American National Champion
scale: 1/8" = 1"
from plans in Aug.-Sept 1963 Aero Model

FUSELAGE SECTION AT WING MOUNT

Airfoils eyeballed from magazine plan

Plans available from:
AERO MODEL
PIEDRAS 482
BUENOS AIRES, ARGENTINA

SCATTER INDEX - JAN. to DEC.

Model	Author	Month
Wakefield		
'62 - '63 Wake.	Jim Eberts	Jan.-Feb.
'64 Wake.	Roger Gregory	Mar.-April
Crowley Wake.	Paul Crowley	May-Dec.
Nordic		
'63 - '64 A/2	Christy & Hindes	Mar.-April
FAI Power		
Lancer	Dave Bales	Jan.-Feb.
Orbiteer	Robert Cherny	Jan.-Feb.
Saturn Mk IV	Craig Cusick	Mar.-April
Articles		
F/F Team Selection Plan	Editor	Jan.-Feb.
Buckeye Arizona Contest	Editor	Jan.-Feb.
Pictures	Ken Sykora	Mar.-April
'63 Index	Editor	Mar.-April
Tale of the Saturn	Craig Cusick	Mar.-April
April '64 C.I.A.M. meeting	Editor	Mar.-April
F/F Team Selection	Editor	May-Dec.
I.M.A.C. Bong Invitational	Editor	May-Dec.

E. Colombo - Buenos Aires, Argentina

The correspondence that Hugo Benedini sent us from Argentina included the plans for the fine looking Wakefield by Ernesto Colombo shown here. A picture of Colombo and this Wakefield can be seen in the Sept. '62 Aeromodeller page 437. Also a picture of Benedini and his Wakefield can be seen in the Aug.'61 Aeromodeller, page 415.

Colombo's Wakefield shows the use of advanced construction techniques with the use of thick carved slab-sided fuselage. This makes a beautiful shape, so much more pleasing than the standard "tube". The prop shaft and spinner assy. is "full house". Maximum turns are 575. Full size plans are available.

Next Month: Langevin's Nordic, "La Cosa"
P.A.I.Power by Al Vela and "Eleanor-Too"
A Wakefield from Devon Sutcliffe, Waikato, New Zealand.