THE SCATER

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The SCAT club, being no more disorganized than any other group of wildly opinionated modellers, sees fit to once a year shuffle the titular heads around and commemorate the affair by breaking bread together at a local bistro. All through the affair, Hartill kept up his incessant complaint "lets not have it here again!" Patterson spent the night in the corner trying to read Pete Sotich's last letter by candle light. Bill Krecek narrowly escaped being impaled by a flaming shish kebob.

S.C.A.T. Motor Pool
See if you can guess which of our 16 members drives what. First prize, a road map of Death Valley and environs.

'53	Cadillac	(stirrups in the back seat for holding a Honda)
'60	Nash Rambler	(never raced!)
'54	M.G.- T.F.	(stirring accelaration)
'61	Thunderbird H.T.	(The Buckeye Arizona Jinx)
'59	Alfa Romeo Giulietta Sprint Coupe	(Pirelli Motor)
'63	Bug Mini-Bike "Super-Flea"	(carried by the Honda)
'63	Volvo B-18	(The White Tornado)
'62	Ford Falcon Wagon	(unique but not a museum piece)
'64	Buick Riviera	(has all factory Wakefield options)
'56	Chevrolet	(Brown and Green) (ugh)
'32	Ford Roadster	(has turned 120 mph on salt)
'64	Chevy Corvair 4 door	(powered by Tatone)
'59	Porshe	(has special body by Checker)
'60	Volvo	(once seen by Anders Hakanson)
'63	Honda	(barbed wire proof tires)
'62	Buick	(mated with the Honda)
'63	Chevy Pick-Up	(see it in, "Sex and the Single Girl")
'62	Mercedes Benz	(trap-door in roof)
'57	Chevy Wagon	(Body by Harantz)
'53	Ford	(Body by Finin Purina)

'??	Volkswagen	(once raced by Ricardo Rataplan)
'63	Ford Falcon Wagon	(Concours condition)
'62	Jaguar 4 Dr.	(ticks over like a Blood-Hound lapping soup)
'63	Ford Wagon	(Will take in part trade a bassinet or other worthwhile object)
'56	Studebaker Coupe	(trunk lid caved in by broken Wakefield motor)
'62	Volvo	(Winnerof L.A.-Chicago Road Race)
'62	Volkswagen	(equipped with a specially modified Maybach Zeppelin Engine)
'59	Volkswagen	(carrys wash-in in rt.Mfender)

Eleanor-Too, by Devon Sutcliffe, Waikato, New Zeeland

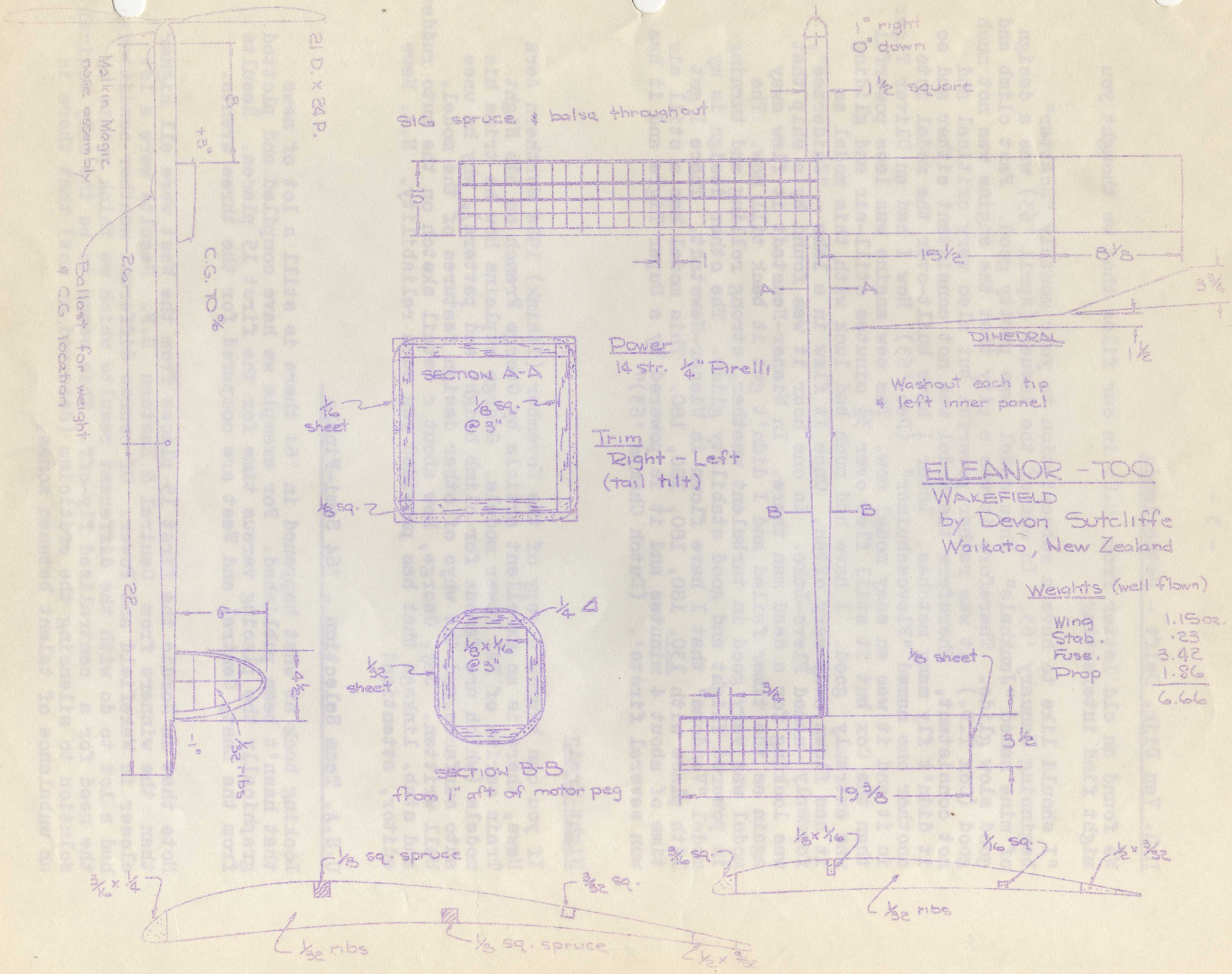
Devon sent an interesting letter back in June of '64 and lets hear what he has to say:

"Not so outstanding or original is the Wakefield which I have been flying for the past 18 months. (Eleanor-Too) It was born of desperation about a week before our 1962 Nationals after I pranged my only Wakefield. I already had the fuselage of a 1961 John Halkin Wakefield (Jan.'62 Scetter) so I wanted a wing, tail and a propellor in a hurry. Don Mackenzie's "goulash" from the old Montreal M.F.C. Bulliten looked the simplest, so I used the basic outline with my construction ideas."

"Performance of this hybrid turned out to be quite good and it won all events that it was entered in 1963 except one. It is better in rough than calm air, as it is extremely stable with a lot of bounce. So far as calm air is concerned, it will do 3 minutes, but not a great deal more. During 1963 over 27 contest flights, all with a 3 minute max. it averaged 2:47."

2nd	1963	Nationals (NZ)
1st	1963	Waikato Champs
1st	1963	N.Z.M.A.A. Decentralized Wake. Champs.
1st	1963	A.P.M.A.A. Wake. Champs.
1st	1963	A.M.A.C. Rally
1st	1963	Papatoetoe M.A.C. Rally

Thank you Devon, your explanation of design technique is at least honest and a much more popular method than many are willing to admit. Your results are impressive. Keep us posted.


SIG spruce & balsa throughout
1° right
0° down
1½ square
15½
8⅛
3¾
DIHEDRAL
1½
Washout each tip
& left inner panel
Power
14 str. ¼" Pirelli
SECTION A-A
1/16 sheet
⅛ sq.
@ 3"
⅛ sq.
Trim
Right - Left
(tail tilt)
ELEANOR - TOO
WAKEFIELD
by Devon Sutcliffe
Waikato, New Zealand
Weights (well flown)
Wing 1.15oz.
Stab. .23
Fuse. 3.42
Prop 1.86
6.66
21 D. x 24 P.
Melvin Mogul
nose assembly
Ballast for weight
& C.G. location
C.G. 70%
26
22
6
4½
+3°
-1°
⅛ sq. spruce
1/32 ribs
SECTION B-B
from 1" aft of motor peg
1/32 sheet
⅛ x 1/16
@ 3"
¼
⅛ sheet
3/4
3½
19⅜
3/16 x ¼
⅛ sq. spruce
3/32 sq.
1/32 ribs
⅛ sq. spruce
½ x 3/32
⅛ x 1/16
1/16 sq.
3/16 sq.
1/32 ribs
½ x 3/32

M.H. Van Dijk, Delft - Netherlands

We found an old letter from M.H. in our files that we thought you might find interesting.

"I should like to have a subscription to your monthly "Scatter" beginning January '63. In one of the issues (April '63) was a design of mine named "Jankhals" This model was pretty good. Fast climb and good slow glide. Therefore it was a pity that the engine was not much good (Cox T.D.) It was rather powerful but also very critical and not consistent. Therefore the model was not consistent either and so it didn't fly many matches. Later I have built-over the model into another one named "Flevoschuimer" (Dec.'63) Now I had an Oliver Tiger in it and it was an easy model now. The new engine was less powerful than the Cox but it still flew over 3½ minutes still-air and gliding was extremly good. I have had much bad luck with this model as it has flown away very often. Once it flew in a lake - "Zuiderzee", formerly named Flevo-Lake. In one hour it was found by a ship that was looking for a dead man there. In Wiener-Neustadt it flew away again as the timer failed and I didn't get it back till now. The model was very good in turbulent weather, strong rolling and turning in powered flight and good stability glide. The other design is my model "Vendome" that I have flown in Wiener-Newstadt. There I got 19th place with 130, 180, 180, 180, 180. This model has a still air time of about 4 minutes and it is powered by a Super Tigre and it has won several firsts'. (Dutch Champs '63)"

Night Train

If you can borrow a copy of the November (Ithink) 1964 Northern Aera News, there is an excellent article by George French on his Night Train series of FAI Power models. George explains how he trims his models (which are famous for climb height and pattern), why he uses auto surfaces, and the whys of other design features of the model. Well written. Say, George, how about a detail sketch on the auto rudder and stab. linkage that has provided you such reliability. N.A. News editor, attention!

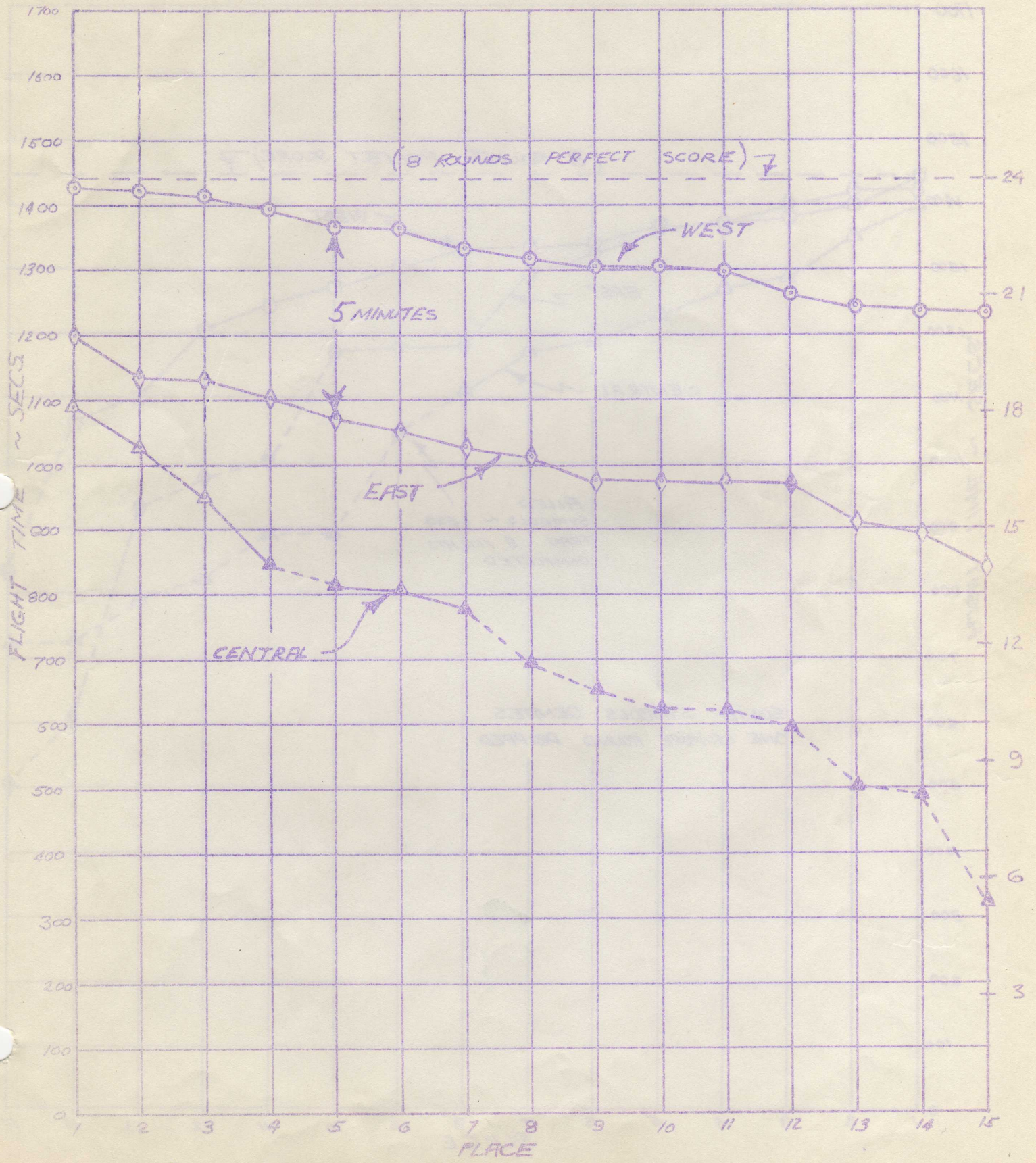
U.S.A. Team Selection . '64 Semi-Finals

Looking back at what happened in '64 there is still a lot of news that hasn't been published. For example we have compiled and plotted graphically the placing versus time for the first 15 places. Results from the East, Central and West are compared for the three events.

Note that in Nordic the first 15 places from the West were all higher than the winners from Central & Eastern S.F. Results were a lot closer in Wakefield and Power. Of course different weather conditions had a lot to do with the different results which we think points up the need for a centralized fly-off. This seems to be the only logical solution to silencing the criticism (deserved or not) that there is an unbalance of talent between zones.

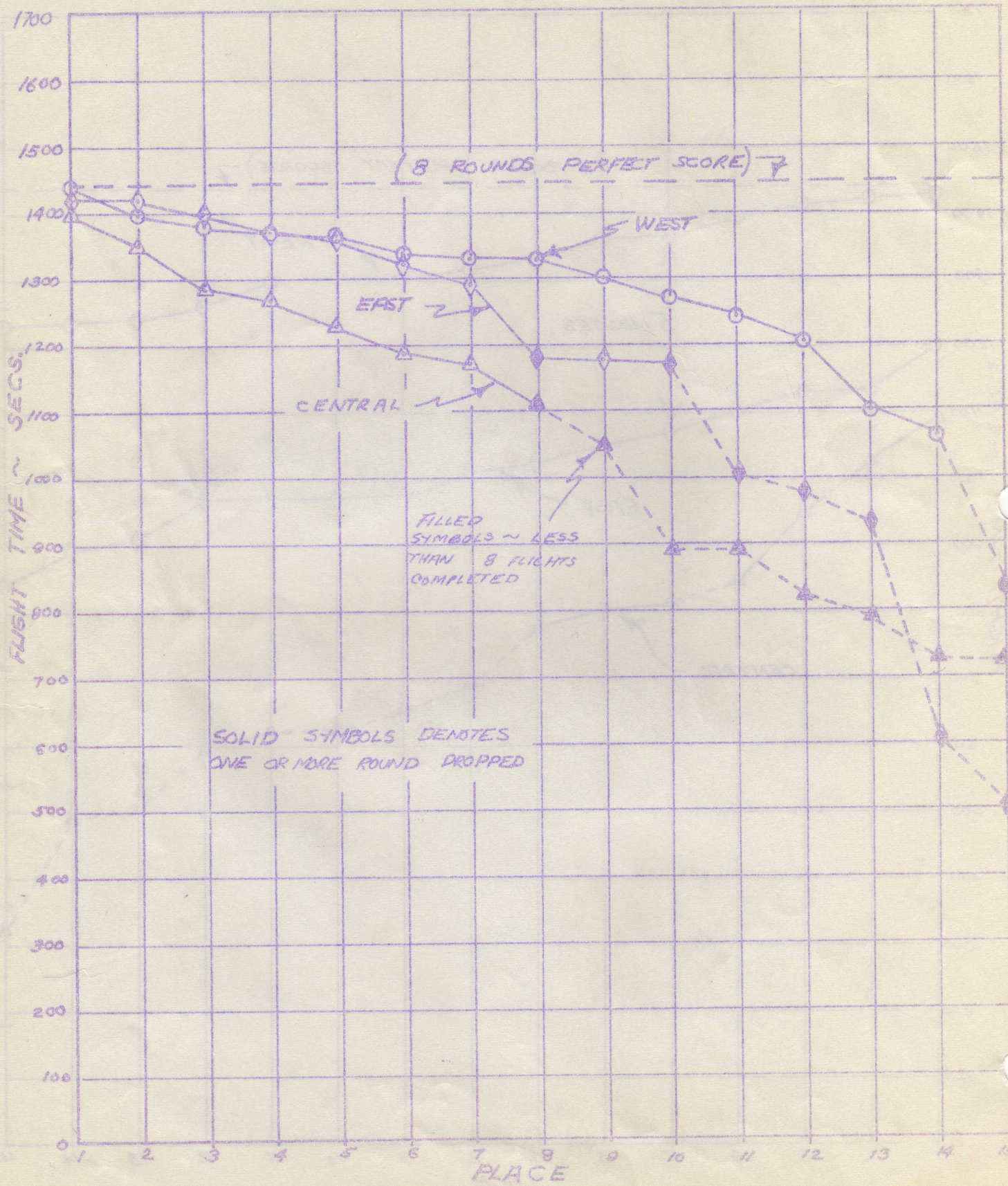
NORDIC A-2

U.S.A. 1964 SEMI-FINALS



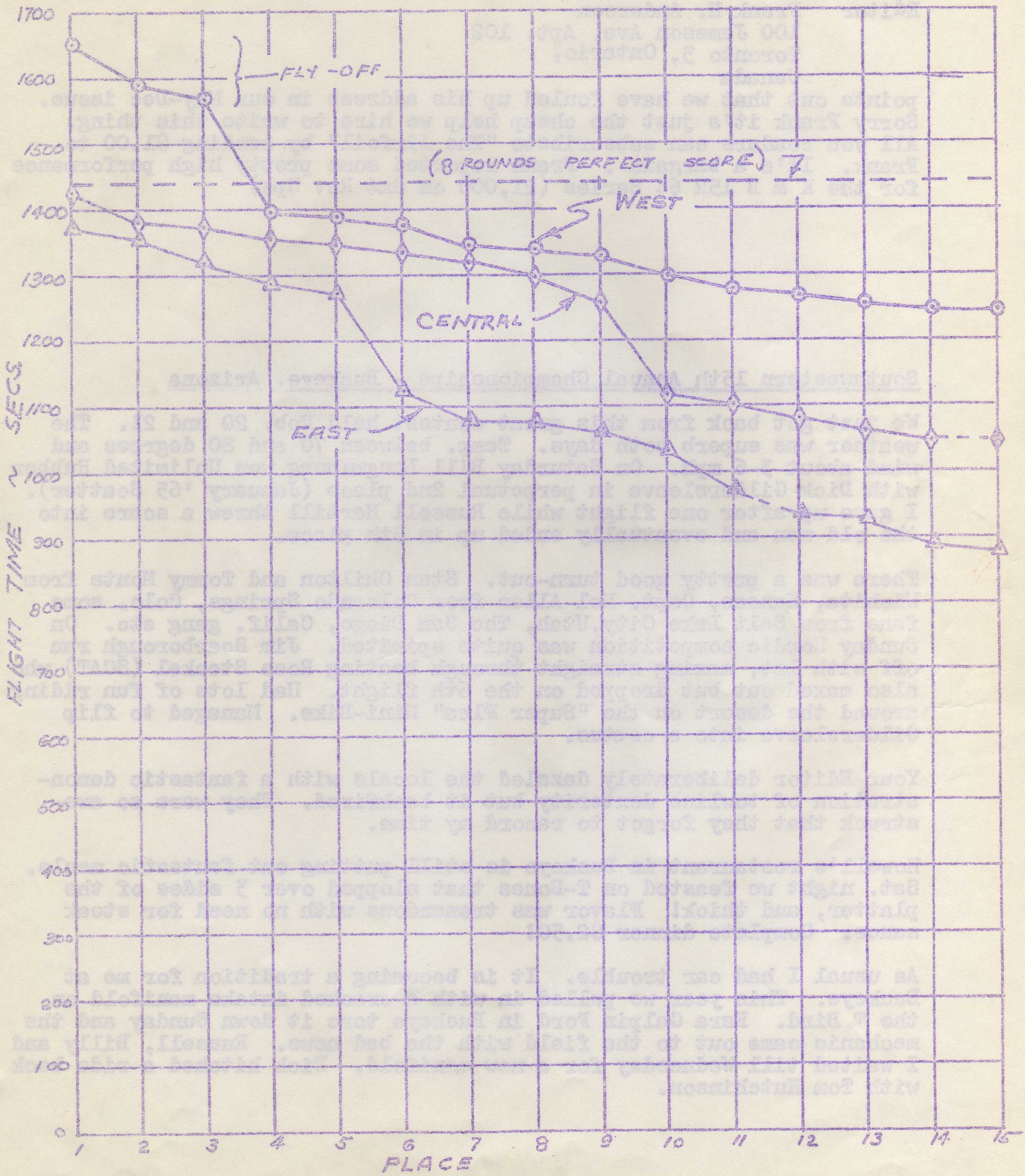
WAKEFIELD

U.S.A. 1964 SEMI-FINALS



FAI POWER

USA 1964 SEMI-FINALS



"The Airfoil" Toronto, Canada

Editor Frank H. Anderson
100 Jameson Ave. Apt. 102
Toronto 3, Ontario,
Canada

points out that we have fouled up his address in our May-Dec issue. Sorry Frank it's just the cheap help we hire to write this thing. All you readers can subscribeto "The Airfoil" by sending $1.00 to Frank. It's a bargain ! Frank reported some pretty high performance for the K & B 15R 64 Series (21,000 on 8x4 Rev Ups)

Southwestern 15th Annual Championships - Buckeye, Arizona

We just got back from this great contest held Feb. 20 and 21. The weather was superb both days. Temp. between 70 and 80 degrees and wind about 3-6 mph. On Saturday Bill Langenburg won Unlimited Rubber with Dick Gildersleeve in perpetual 2nd place (January '65 Scatter). I gave up after one flight while Russell Hartill threw a scare into the old men and eventually ended up in 5th place.

There was a pretty good turn-out. Stan Chilton and Tommy Monts from Wichita, Kansas, Capt. Mel Allen from Colorado Springs, Colo. some fans from Salt Lake City,Utah, The San Diego, Calif. gang etc. On Sunday Nordic competition was quite spirited. Jim Scarborough ran off with 1st, maxing straight through beating Ross Stockel (SCAT) who also maxed out but dropped on the 6th flight. Had lots of fun riding around the desert on the "Super Flea" Mini-Bike. Managed to flip Gildersleeve into a cactus.

Your Editor deliberately dazzled the locals with a fantastic demonstration of towline dexterity but it backfired. They were so awe-struck that they forgot to record my time.

Howell's restaurant in Buckeye is still putting out fantastic meals. Sat. night we feasted on T-Bones that slopped over 3 sides of the platter, and thick! Flavor was tremendous with no need for steak sauce. Complete dinner $2.50!

As usual I had car trouble. It is becoming a tradition for me at Buckeye. This year we pulled in with a cracked intake manifold on the T Bird. Ezra Galpin Ford in Buckeye tore it down Sunday and the mechanic came out to the field with the bad news. Russell, Billy and I waited till Wednesday for a new manifold. Dick hitched a ride back with Tom Hutchinson.

Earo Galpin suggested that the Merchants of Buckeye ought to offer some sort of sweepstakes prize money at the contest. He is air-minded having once owned and flown a Bonanza. How about you guys in Phoenix looking into this?

San Diego Orbiteers - California Jan. 8,1965

SCAT
Attn: Mr. Robert Van Nest, President

Gentlemen:

Whereas, on the twentieth day of December in the year of our Lord, nineteen hundred and sixty four, at the infamous Sepulveda Basin, the glorious Orbiteer Nordic Team of Mather, Howard, Otiwell, and Hill did in fact post an historic time of four hundred and fifty two seconds... (Otiwell timed from inside the car!) and there was a complete lack of competition from the vaporous SCATSERINOVITCHERS,..... We the Orbiteers do in fact claim the perpetual Nordic Team Cup.

Apologies for not submitting this paper at an earlier date; but the glorious Orbiteer Nordic Team was just released from Sharp Memorial Hospital, where they were interned with pneumonia.

Yours Truly,

Leslie Hill
President, San Diego Orbiteers

P.S. If this demand does not meet with your rules and practices committee's approval, full participation of the SCAT Club at the Orbiteers' March 21st FAI contest at Lake Elsinore will be accepted in substitute.

Wow! That contest was blown out twice! The second time they caught us off base. The SCAT Club has decided that such devotion to Nordic duty must go rewarded and so we declare the ORBITICHINEERS, the winners of the SCAT Nordic Team Cup for '64.

Besides, we will whip them at Elsinore.

"La Cosa" MK.3 FAI Power by Al Vela, Chino, California

Al has a few words on the trails and tribulations of flying and designing for the "Western" conditions. Al takes his modelling seriously and looks upon International Competition as something that must be prepared for, not taken for granted. He believes (and we think so too) that victory should and will come to those who work the hardest for it. Nobody is perfect and Al doesn't know all the answers either but we

find Al a solid FAI land-mark and a most interesting friend.

"Just for the record I would like to say a few words on the past semi-finals, (1962) after all this is why this design and two others was born early last year (Feb. '64). Th word that our Semis would be run in Central Calif. again was very strong and due to my past experience of two previous trials in this place I knew the European or so-called dead-air type of machine would never do the job especially in the rounds after the 3rd when the thermals are in the form of 18 to 20 mph. winds at temperatures of 110 degrees. If one doesn't go high and I mean high, flights of 80 seconds or less are possible. Wellit's not always green grass and flowers for us in California, so I started with paper work. Two weeks later I was in the Basin learning of the MK.I that was built the easy way . Straight tips and stab, fin on the top but with the same arrangements (otherwise) as the MK.3 shown in the plans.

A Super Tigre turning G20 turning 18000 on a Top Flight was used as were special Cyl. heads that Chuck Diller and I have been researching with. First 3 short test flights on full power of about 4 secs. Good pattern-straight- surprising recovery and flight time around 2 minutes. Fourth flight was with full engine run of 10 seconds. Dips about ½ turn with some good recovery. Two more flights were made with same results. I decided to change it from Rt./Rt. to Lt./Lt. All I can say, this flight was like the 4th of July - fireworks - Next Sunday everybody was wearing helmets - I think the hole is still there. Mark II was built next, only change being a two piece wing like a Nordic and all fin on the bottom, as full rudder on the top was like poison, just too touchy, especially to the left. I tried to get in-fromation about bottom rudders from the ones that use them but no one could give me a good answer. So the only way was to try it in practice. Nothing good came of MKII so the MK III was built as shown on the plans. This time with elliptical tips and a half and half top/bottom fin. This version needed nothing but a good engine, so I felt I was ready with one windy weather ship and the "Lipstick" MK I for still air. I used the "Lipstick" for the qualifying trials at Sepulveda Basin because of the light conditions there. Then word came that the Semi-Finals would be held at Tulare, California I dropped work with "La Cosa" since I knew the Tulare field is not like Fresno and has cool mornings almost dead calm with temperatures around 70 - 80 A dream field. Oh yes it couldn't be true such wonder - mosquitoes by the millions! But after all far better than the other fields.

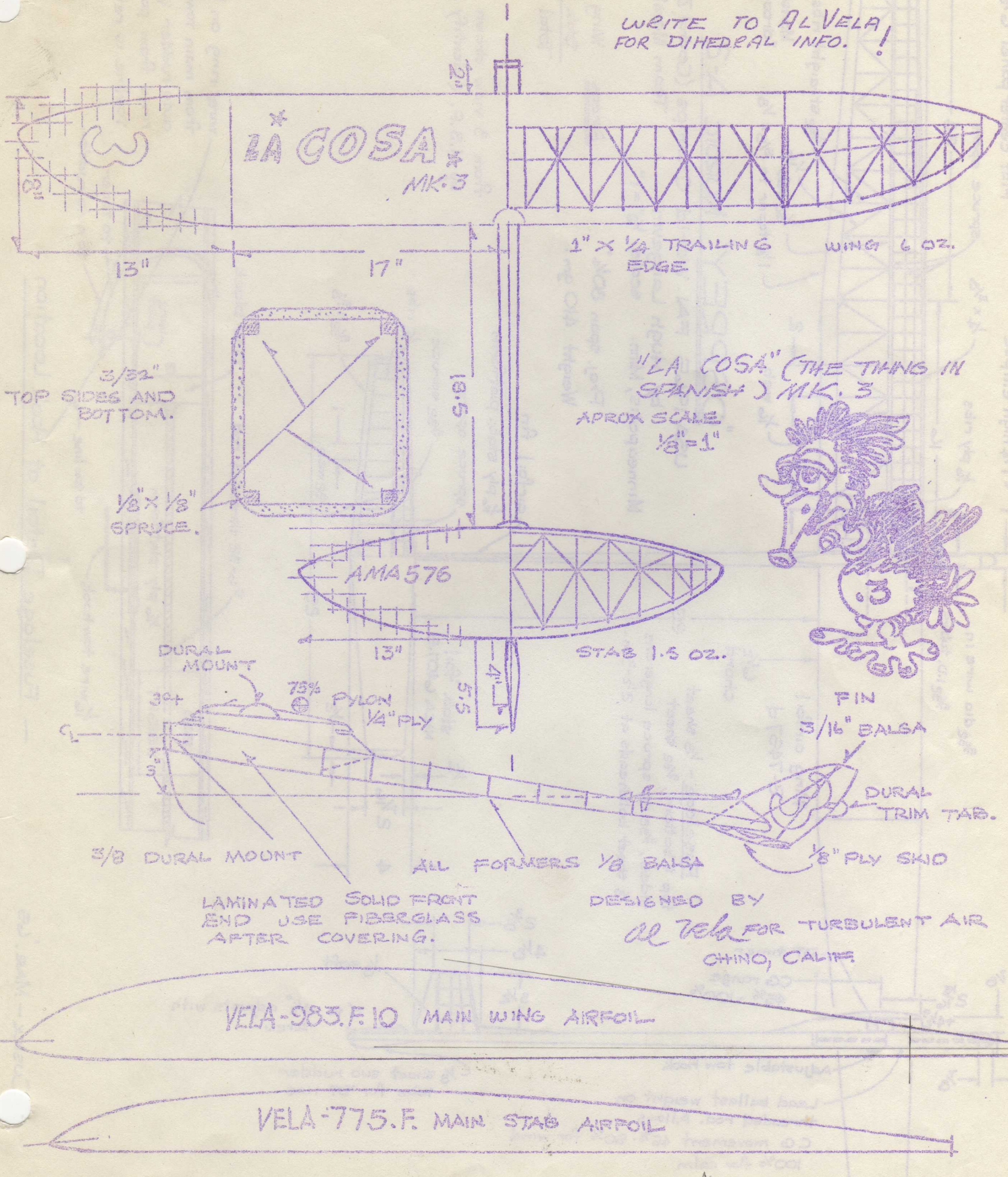
Trimming is not critical. A small amount of side and down thrust are necessary. It depends on the R.P.M.'s and trueness of construction. Especially in the wing tips and stab.

For interested modellers, working plans are available at a reasonable cost. Just send a line to:"

Al Vela
13280 13th Street
Chino, California
U.S.A.

TAKKIT TAK CHICKEN LITTLE

WRITE TO AL VELA FOR DIHEDRAL INFO. !

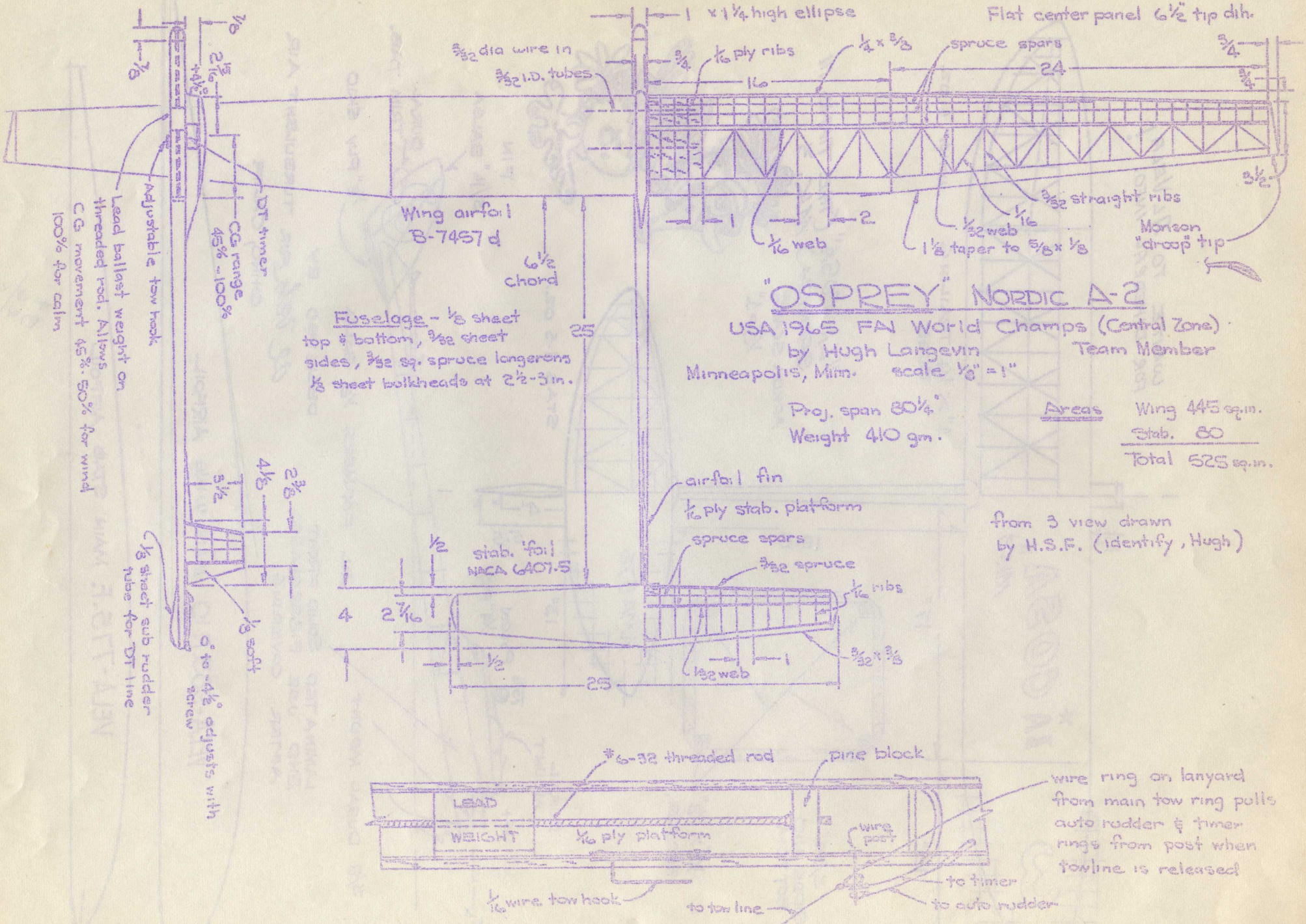


"LA COSA" (THE THING IN SPANISH) MK. 3

APROX SCALE 1/8"=1"

DESIGNED BY Al Vela FOR TURBULENT AIR CHINO, CALIF.

34
26
60



Fuselage Detail at Hook Location

Cusick - Mar. '65

"Osprey" - by Hugh Langevin, Minneapolis, Minnesota

Scatter takes great pleasure in presenting Hughie's "Osprey". This Nordic flies quite well in widely variable conditions. It won the Central Zone Semi-Finals in '64 and will be flying in Finland this year for the U.S.A. It won the I.M.A.C. _ FAI Invitational at Bong, Wisconsin in '64, with 900 secs. Your editor saw it fly there and it was quite a convincing demonstration especially considering that the wind was anywhere from 20 to 40 mph. "Osprey" would circle, dive climb just like "Pandion haliaetus" cathing fish. Maybe Hugh was down wind catching it and throwing it back up again. There are many other wins credited for this Nordic, the details of which we don't have at our finger-tips right now but anyway---.

Cusick couldn't find a B- 7457d of the correct chord at the moment so we don't have a full size section for you - sorry. That easily adjustable internal weight is a real neat gimmick. Adjustable tow hook is similar to what we have been using for some time. The 1/16 wire seems light. Wouldn't 2 mm. or 3/32 be less apt to bend in those strong winds, Hugh? The dihedral arrangement is a bit unusual and indicates Hugh is thinking for himself. He plans on taking this ship, two slightly modified versions and a 4th dead-air bird, to Finland.

CONTEST ANNOUNCEMENT

don't miss this one

All FAI Contest and Nordic Team Challenge

San Diego Orbiteers

Date: March 21
Place: Lake Elsinore, Calif.

Processing : 7:00 AM
Flying : 1½ hr. rds. starting 7:30 AM

Events: FAI Power
Wakefield
Nordic A/2
& Nordic A/2 Team Challenge (for Nordic only)

Nordic Team Rules: 3 men all from same club, any number of teams.
!!!Perpetual trophy.!!!

C.D.--Nat Antonioli 3559 Chasewood Dr.
San Diego, California Telephone 277-8997

Next Month: Don Hutchinson's record Nordic A/2
Dan McDonald's Wakefield and gosh knows what all.