OTSEGAN II

The author found many fine features in previous Nats designs and incorporated them into this contest gasite. A high thrust-line is becoming more favored for obtaining vertical climbs. Added feature is simple and square line.

Left Above: Resting among many fine contest flyers, in a typical modelling den, the Otsegan shows off the fine VTO stance gained through the sub-rudder and stab pegs. Not mill a must.

by Ed Whalley

The Otsegan derives its name from Otsego Lake in the colorful Deerslayer country of upstate New York. During the summer months, we fly in the flats to the north of Otsego and, in the winter, on the frozen surface of the lake itself. The area abounds in Indian names and we’ve been attaching them to our new ships.

Design-wise, the Otsegan was developed to meet the need for a true Class A ship, one that would fit the .08 to .15 range of motors, rather than one that would fly at the extremes of two classes. It seems to us that this size ship has been neglected, despite the fact that there are some mighty fine motors available in this range. Another consideration was the planned boost of power-loading this year. We wanted a ship that could be powered with a .15 if there were no change and with an .09 if there was. With no particular attempt to keep the ship light, the finished product weighs-in at a scant 13 1/2 oz. The weight can easily be kept down if you like ‘em light, while the addition of cowl, spinner, more dope and heavier stock will get it up to fifteen ounces or better for you. With 427 sq. ft. in the wing, extra ounces won’t make too much difference.

Otsegan has been carried through two design classifications and is stable and dependable. Mark I was a 90 square-inch version, powered (and then some) by a Pee Wee .02. Mark II is presented here. Both ships exhibited identical characteristics; namely, a straight, true, dead-ahead climb and a Nordic-like glide. The climb in both cases was induced by just a touch of left rudder tab. The ship is tolerant, however, and both versions have been

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