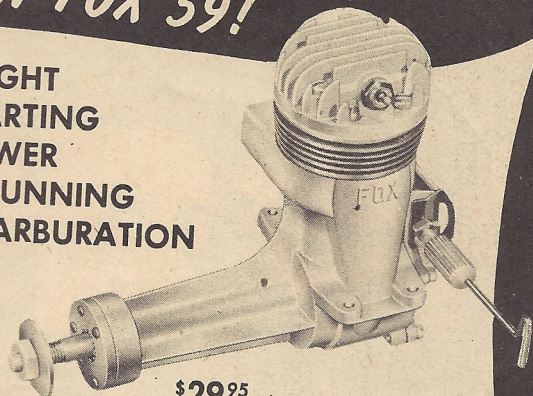


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running. An American model at least justified itself this year in placing fifth and the subject is one which is currently receiving a lot of attention in England. Unfortunately two of the leading British 'gear-proponents' did not make the 1951 team and so it is really impossible to judge their respective merits. All the data available, however, points to the fact that a motor taut between hooks is superior to one which is corded or spring tensioned—and the only way to get a long motor in a reasonable fuselage length and keep it taut between hooks is with return gears.

There is plenty of food for thought in the design of 1952 Wakefields and it seems that the real need now is not for a five minute still air model but a high-time model which will produce a consistent performance in still air and winds, with no appreciable thermal assistance. That, it appears, is going to call for fast prolonged climbs followed by a really good glide, but not so near the stall that turbulent air can upset it. All the European contestants will be looking forward with real interest to see how American designers are going to produce the answers to those questions for the 1952 contest in Sweden.

Weather summary:

First round, starting 7:30 p.m.
Calm to 100 ft., slightly turbulent air above, with drift 4-5 m.p.h. Slight but appreciable 'lift' at good heights.

Second round, starting 9 p.m.
Similar wind conditions, cooler, no appreciable 'lift.' Dampness setting in, but not excessive.

Third round, starting 3 a.m.
Overcast sky, windy—15-20 m.p.h. at 100 ft. and above.

Model designs:

Almost exclusively slabsider. No startling design trends, except for American models. Diamond and rectangular section about equally favoured. Fuselage lengths slightly longer, on average, than 1950. A fair proportion of modellers used gears, but not as many as anticipated. More folding propellers than freewheelers, but higher proportion of freewheelers in the top places. Very few examples of feathering propellers.

END

Sweden Wins Wakefield

(Continued from page 27)

The most interesting new design trends. The long fuselage designs—which accommodate single skein motors 50 to 55 in. between hooks when unwound—have tremendous possibilities for real still air flying. They are just that bit inclined to get lost in turbulent air however which can pull overall flight time right down. But for rate of climb, and particularly glide performance, they impressed everyone with experienced eye. In fact, reports of phenomenal glides on the evening before the contest to a most involved argument amongst other nationals as to whether or not it was optical illusion on account of the size of the fuselage! It seemed impossible that Wakefield should glide so flat and sink slowly!

There was also another very interesting about the American models. Foster's fuselage job, for example, had a considerable weight (including prop) of 30 grams, which many other modellers find difficult to believe. Fuselage was 1/8 with Warren-girder 1/8 x 1/16 bracing, most other spar sizes 'normal.' A Euro-arrangement built to similar specification was expected to weigh at least fifty per cent more.

Going into account the fact that Foster is a floor builder, and therefore a real expert in lightweight construction, there is still a lot of weight to be accounted for. This, undoubtedly, is in the density of the wood available in America. For the strength the American modeller can undoubtedly obtain lighter wood of the same dimensions.

It can be a great advantage next year. The American team more or less defeated their '1952' model on the way back to the airplane. It is to have a long glide, but with the motor terminating two thirds of the way back. To get a motor, and use it taut between hooks gears are called for. The long rear gear, virtually a tail boom, will make it possible to use a small stabilizer area and get into the wings. In other words, the design is to combine the best features of return gear model (which at present is about 39 in. fuselage length) and the single skein job.

European modellers can take the credit for the courage to produce the very long Wakefield and show that it really works. It has set a lot of people thinking on the other side of the Atlantic now. The question of return gears, too, came in an American Yearbook, although Ellila must credit for having emphasized their winning the Wakefield two years

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