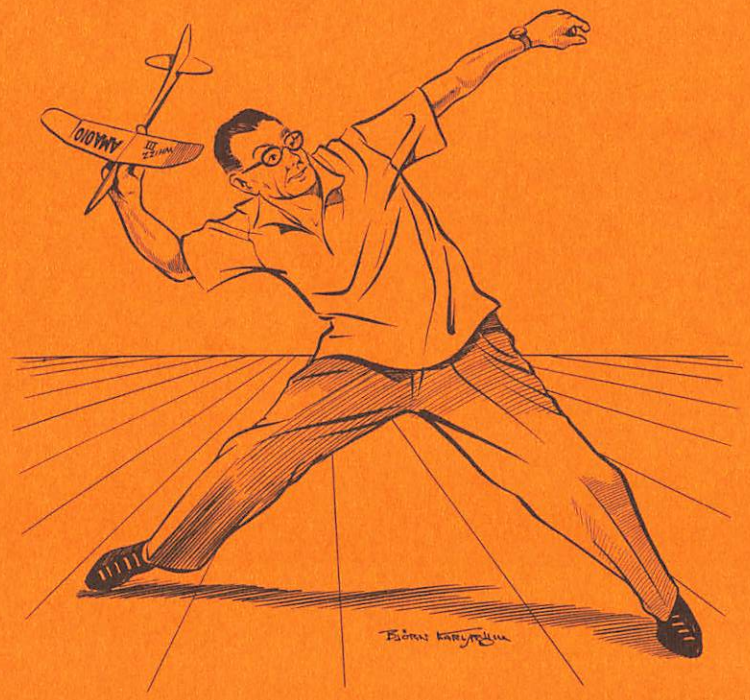


NFFS

1968 MODEL AERONAUTIC YEARBOOK



Be it so long ago, none of us can ever forget the wonder of our first free flight;
Be it only a minute ago, all of us look forward to the next flight.

How clean the mind, how weary the body after a day of thermal hunting.
How much more exciting life can be for us because of free flight.

Some would have us believe that the price is not worth free flight.
Could it be that it takes a special kind of person to do all the things
That need to be done before free flight can become a reality?

Yet, who else but those who are willing to pay the price will know in their hearts
The glory of the skies.....
Watching their own creations fly?

Frank Zaic

CONTENTS

A2 TOWLINE GLIDERS (FIA)

Titlist, Charles H. Atkinson, Oklahoma
Jerab, Radoslav Cizek, Czech.
Babette, tailless, L. Dusza, Poland
Monika, Fr. Gloziga, Czech.
1st, 67 World Champs, M. Hirschel, E. Germany
2nd, 66 Europa Cp., AHLA-3, A. Leeuwangh, Holland
Aimar A. Mattano, Argentina
Javelin, Walter Palmieri, Argentina
Canard, J. D. van Ru, Holland
Diseno, Emilio Romero, Argentina
2nd, 67 World Ch, Albatross 66, Endre Voros, Hungary

WAKEFIELD RUBBER POWER (FIB)

50-gm Wake, Hugo Benedini, Argentina
1965 Wake, Roger Gregory, California
1967 World Champs Model, Keiichi Kibiki, Japan
WN-122, Valadislav Niestoj, Poland
2nd, 67 World Champs, Raketa, K. Rachkov, Bulgaria
Nats Winner, S-65, Antonin Simerda, Czech.
1st, 67 World Champs, Masi 4, Mikko Sulkala, Finland

FAI POWER (FIC)

1st, 67 Nats, Windy Mac, Kuniji Ojio, Japan
2nd, 67 World Ch., Night Train, George French, England
1968 Model, Jim McCann, England
Nat. and S. Am. Ch., AS9, Alberto Sandham, Arg.

MISCELLANEOUS

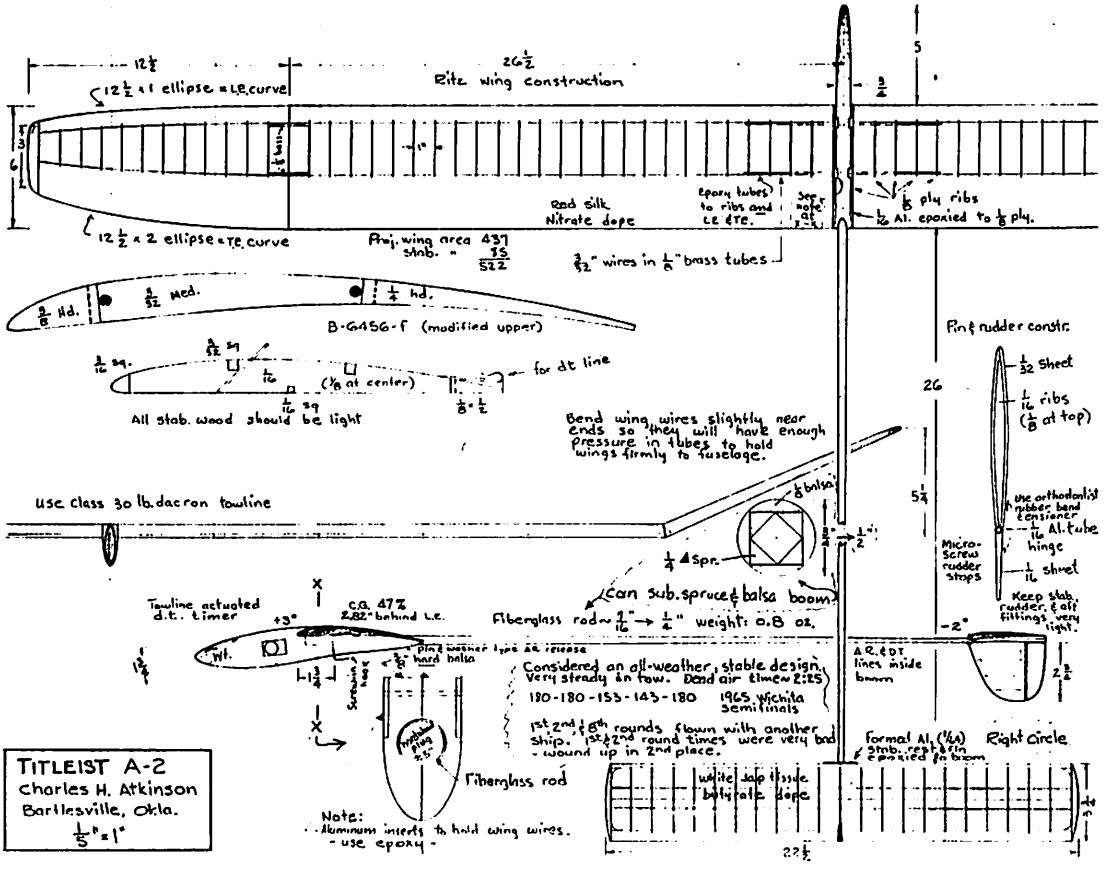
Cp. d'Hiver, Hiverneur, C. J. Burger, Holland
Cp. d'Hiver, Provo, R. Ruysink, Holland
A1 Glider, Titan, Berenyi Ferenc, Hungary
C1 (10cc) Power, Cajka 2, Richard Metz, Czech.
2nd, 1968 World Ch., FAI Indoor, Jiri Kalina, Czech.
Rubber Power, Blue Jay, D. W. Hewston, Penna.

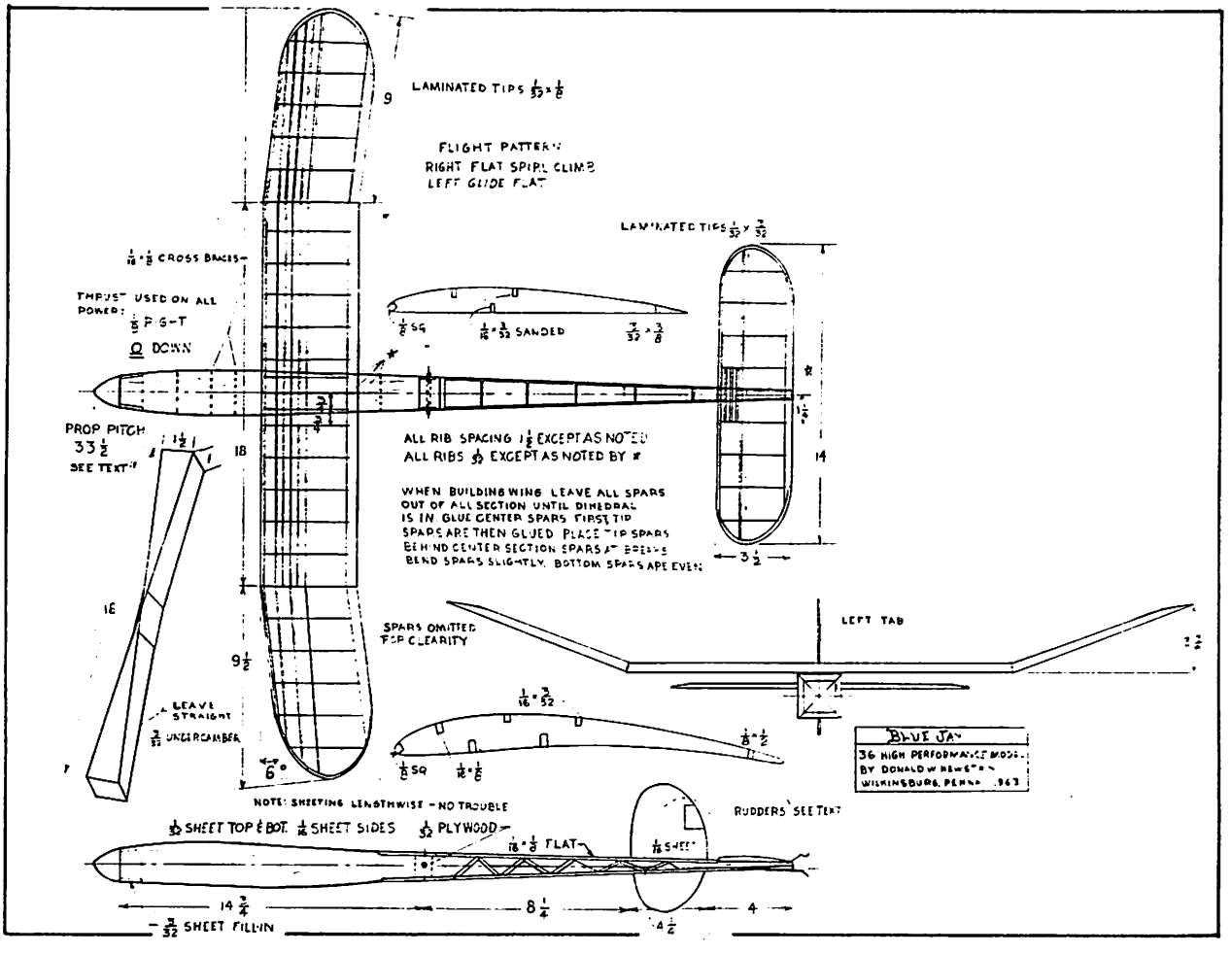
Epilog

List of Publications by
Model Aeronautic Press . . . . . Inside Back Cover

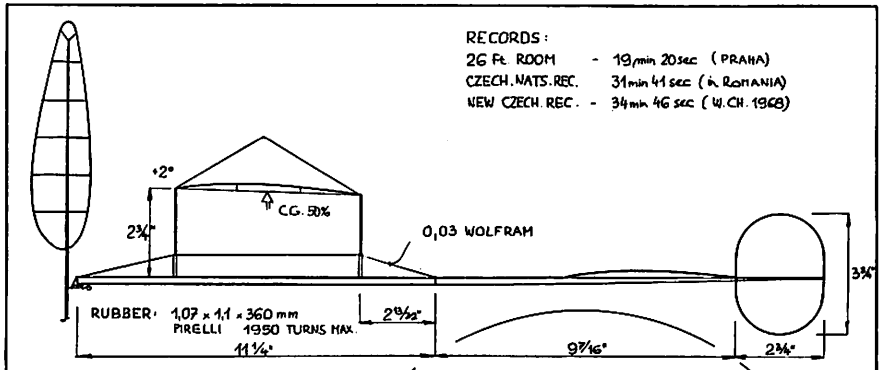




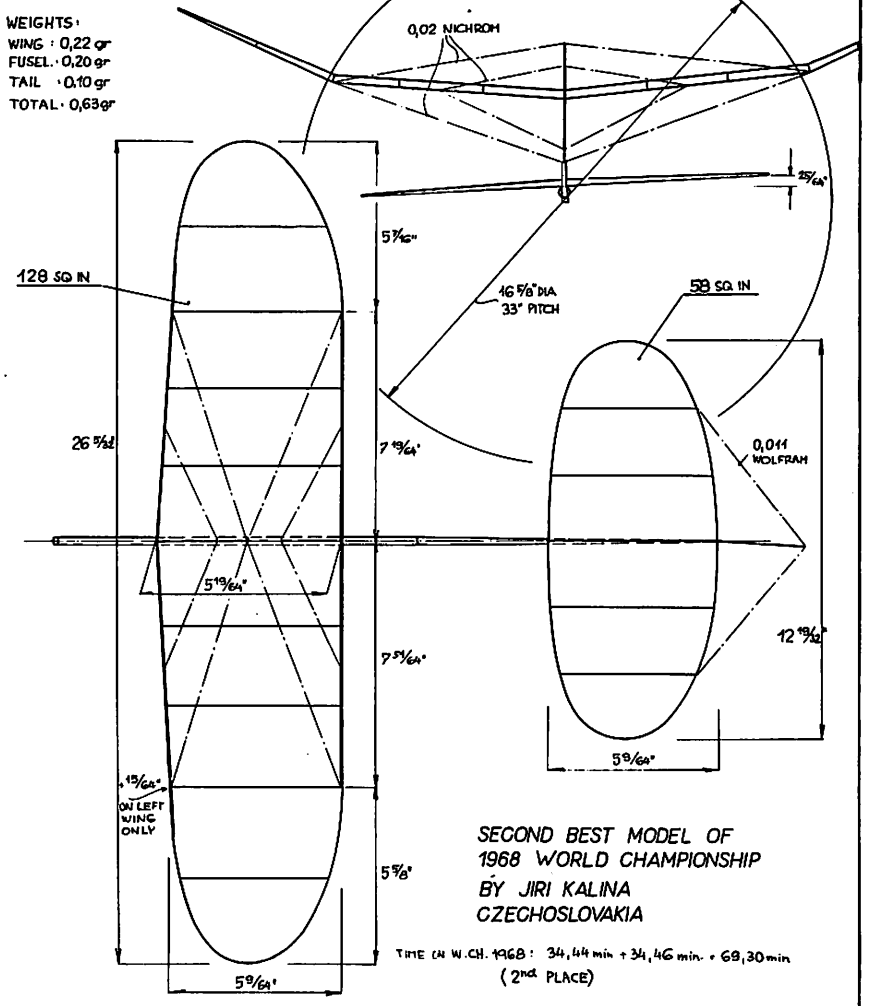

12½
26½
Ritz wing construction
12½ x 1 ellipse = LE curve
12½ x 2 ellipse = TE curve
Proj. wing area 437
Stab. " 55/522
Red silk
Nitrate dope
Epoxy tubes to ribs and LE & TE.
See note at left
⅛ ply ribs
1/16 Al. epoxied to ⅛ ply.
3/32" wires in ⅛" brass tubes
⅜ Hd.
3/32 Med.
¼ Hd.
B-6456-f (modified upper)
All stab. wood should be light
Bend wing wires slightly near ends so they will have enough pressure in tubes to hold wings firmly to fuselage.
Use class 30 lb. dacron towline
Pin & rudder constr.
1/32 Sheet
1/16 ribs (⅛ at top)
Use orthodontist rubber band tensioner
1/16 Al. tube hinge
1/16 sheet
Micro-screw rudder stops
Keep stab, rudder, & elf fittings very light.
Towline actuated d.t. timer
+3°
C.G. 47%
2.82" behind L.E.
Fiberglass rod ~ 7/16" → ¼" weight: 0.8 oz.
Can sub. spruce & balsa boom
-2°
A.R. & D.T. lines inside boom
Considered an all-weather, stable design. Very steady in tow. Good air times: 2:25
180-180-155-143-180 1965 Wichita Semifinals
1st 2nd & 6th rounds flown with another ship. 1st & 2nd round times were very bad - wound up in 2nd place.
Formal Al. (1/64) stab. rest & fin epoxied in boom
Right Circle
white Zelp inside butyrate dope
Fiberglass rod
Note: Aluminum inserts to hold wing wires. - use epoxy -
TITLEIST A-2
Charles H. Atkinson
Bartlesville, Okla.
½" = 1"


LAMINATED TIPS 1/32 x ⅛
FLIGHT PATTERN:
RIGHT FLAT SPIRL CLIMB
LEFT GLIDE FLAT
LAMINATED TIPS 1/32 x 3/32
1/16 x ⅛ CROSS BRACES
THRUST USED ON ALL POWER:
⅛ R.G-T
0 DOWN
⅛ SQ
1/16 x 3/32 SANDED
3/32 x 3/8
PROP PITCH 33½ SEE TEXT
ALL RIB SPACING 1⅛ EXCEPT AS NOTED
ALL RIBS ⅛ EXCEPT AS NOTED BY #
WHEN BUILDING WING LEAVE ALL SPARS OUT OF ALL SECTION UNTIL DIHEDRAL IS IN. GLUE CENTER SPARS FIRST. TIP SPARS ARE THEN GLUED. PLACE TIP SPARS BEHIND CENTER SECTION SPARS AT BREAK. BEND SPARS SLIGHTLY. BOTTOM SPARS ARE EVEN.
SPARS OMITTED FOR CLARITY
LEFT TAB
LEAVE STRAIGHT
3/32 UNDERCAMBER
1/16 x 3/32
⅛ SQ
⅛ x ½
NOTE: SHEETING LENGTHWISE - NO TROUBLE
RUDDERS SEE TEXT
⅛ SHEET TOP & BOT. 1/16 SHEET SIDES ½ PLYWOOD
1/16 x ⅛ FLAT
1/16 SHEET
14¾
8¼
4
4½
3/32 SHEET FILLIN
BLUE JAY
36 HIGH PERFORMANCE MODEL
BY DONALD W. REWE
WILKINSBURG, PENNA. 1963

RECORDS:
26 Ft. ROOM - 19/min 20sec (PRAHA)
CZECH. NATS. REC. 31min 41 sec (v. ROMANIA)
NEW CZECH. REC. - 34min 46 sec (W.CH. 1968)



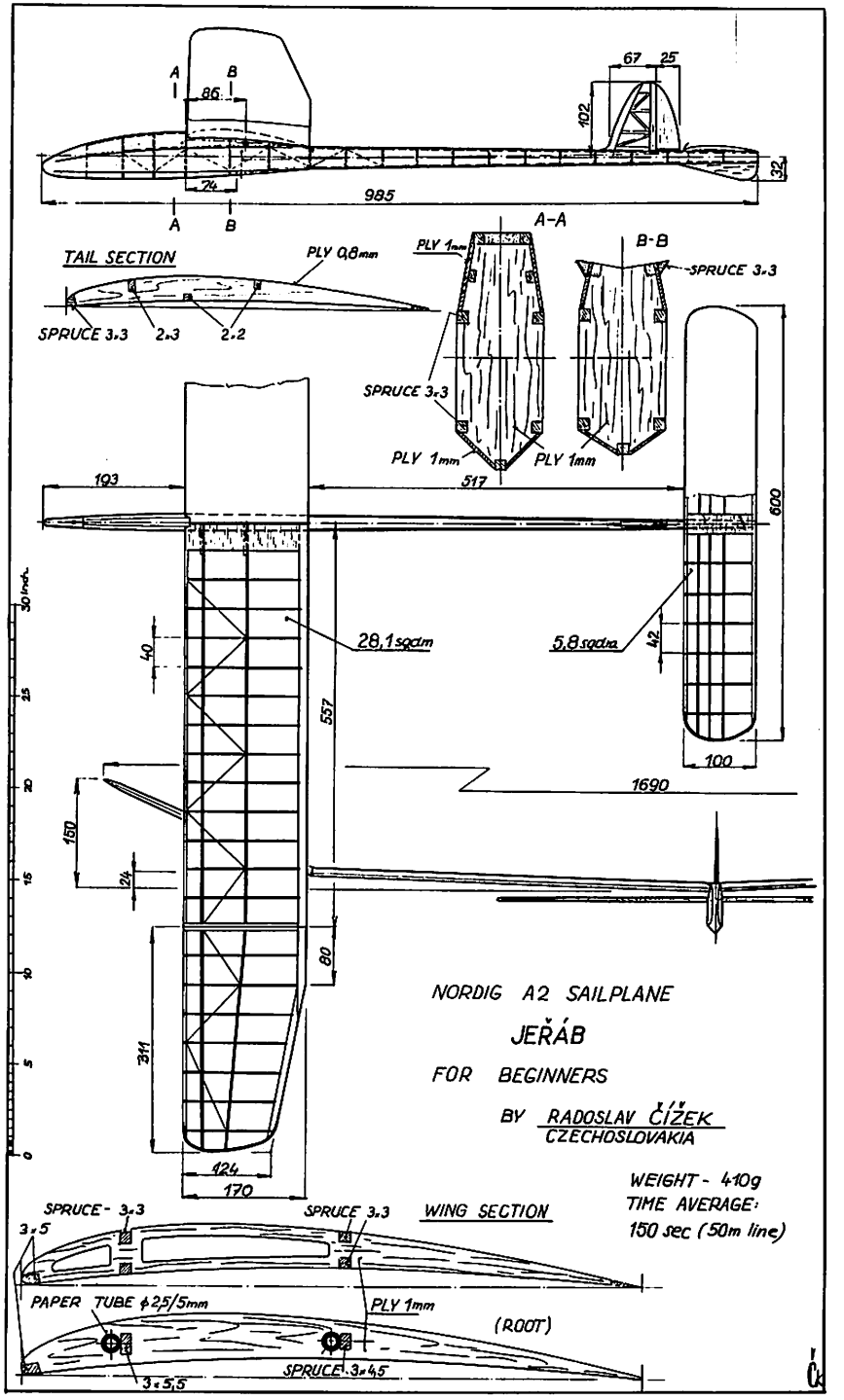
WEIGHTS:
WING : 0,22 gr
FUSEL. : 0,20 gr
TAIL : 0,10 gr
TOTAL : 0,63 gr

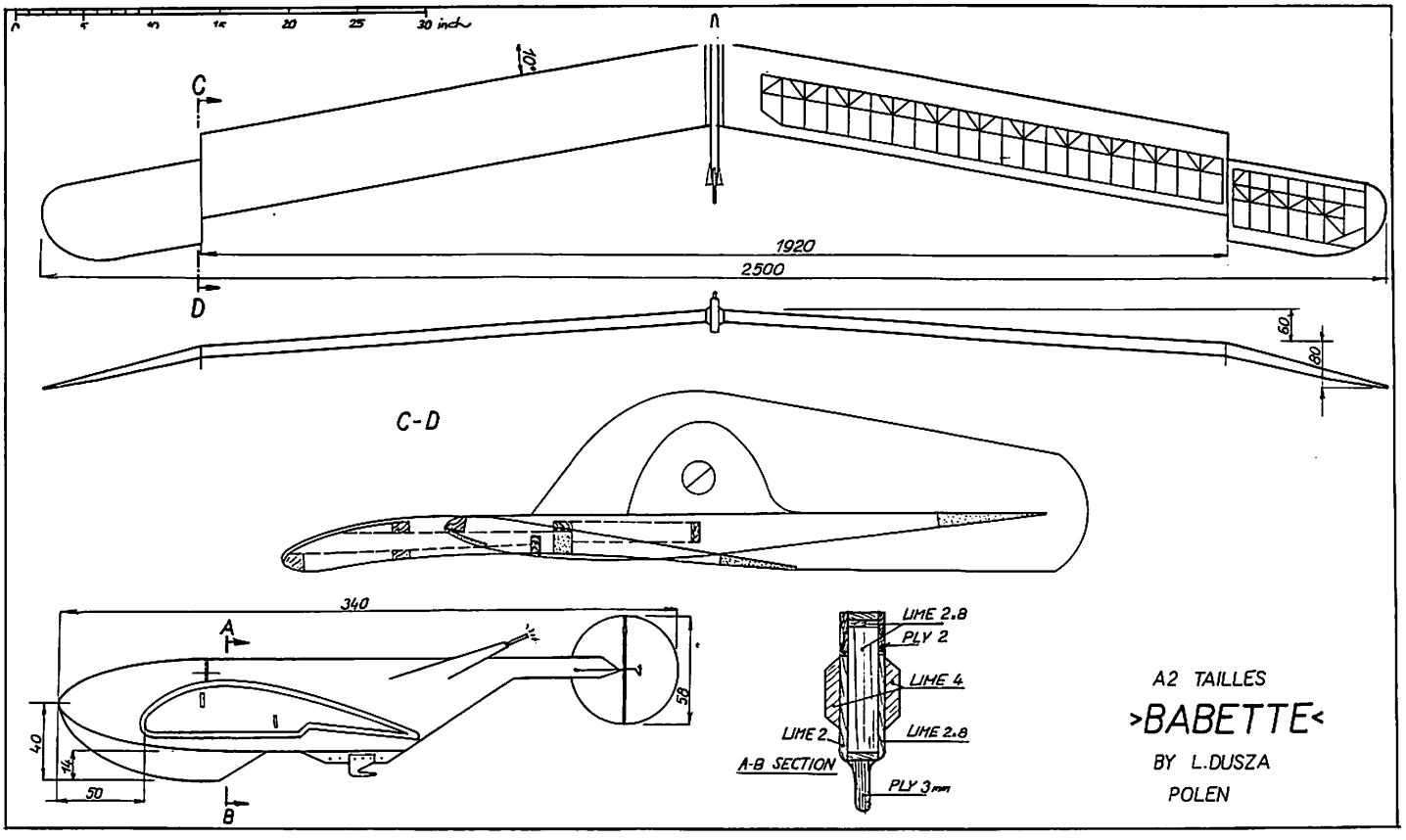


SECOND BEST MODEL OF
1968 WORLD CHAMPIONSHIP
BY JIRI KALINA
CZECHOSLOVAKIA

TIME IN W.CH. 1968: 34,44 min + 34,46 min. = 69,30 min
(2nd PLACE)

SCALE 1/6 th



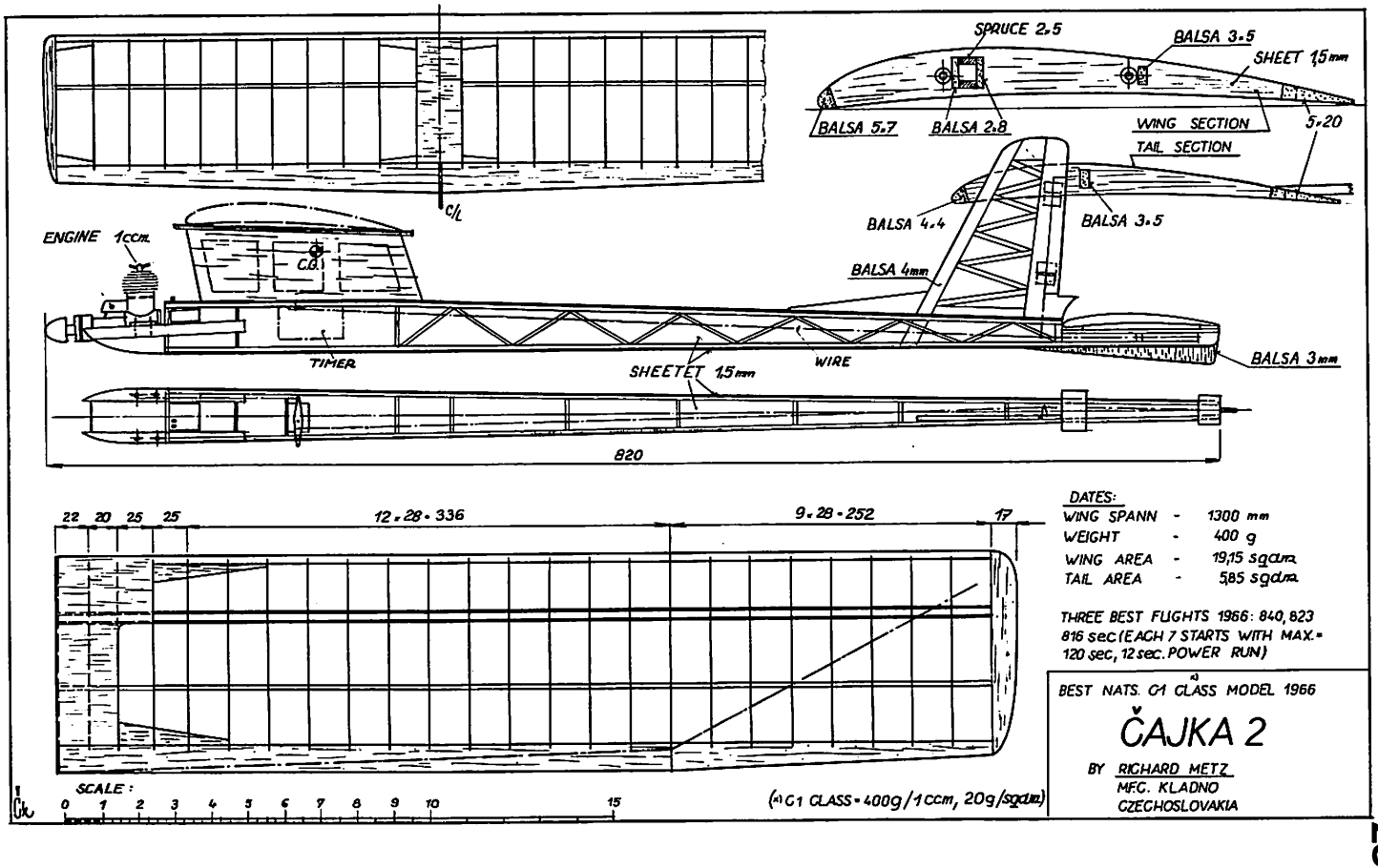


A2 TAILLES

>BABETTE<

BY L.DUSZA

POLEN



DATES:

WING SPANN	-	1300 mm
WEIGHT	-	400 g
WING AREA	-	19,15 sq.dm.
TAIL AREA	-	5,85 sq.dm.

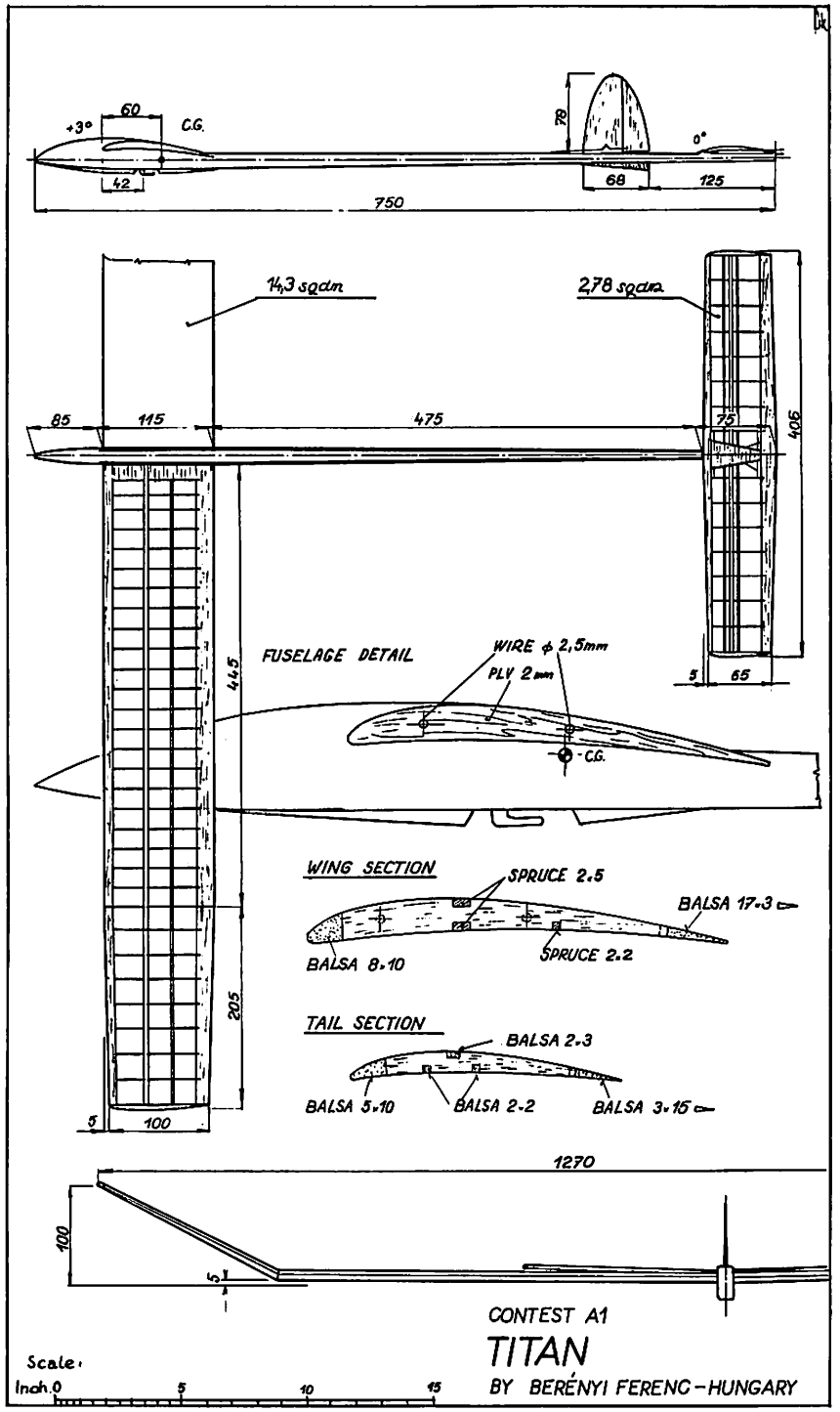
THREE BEST FLIGHTS 1966: 840, 823 816 sec (EACH 7 STARTS WITH MAX.= 120 sec, 12 sec. POWER RUN)

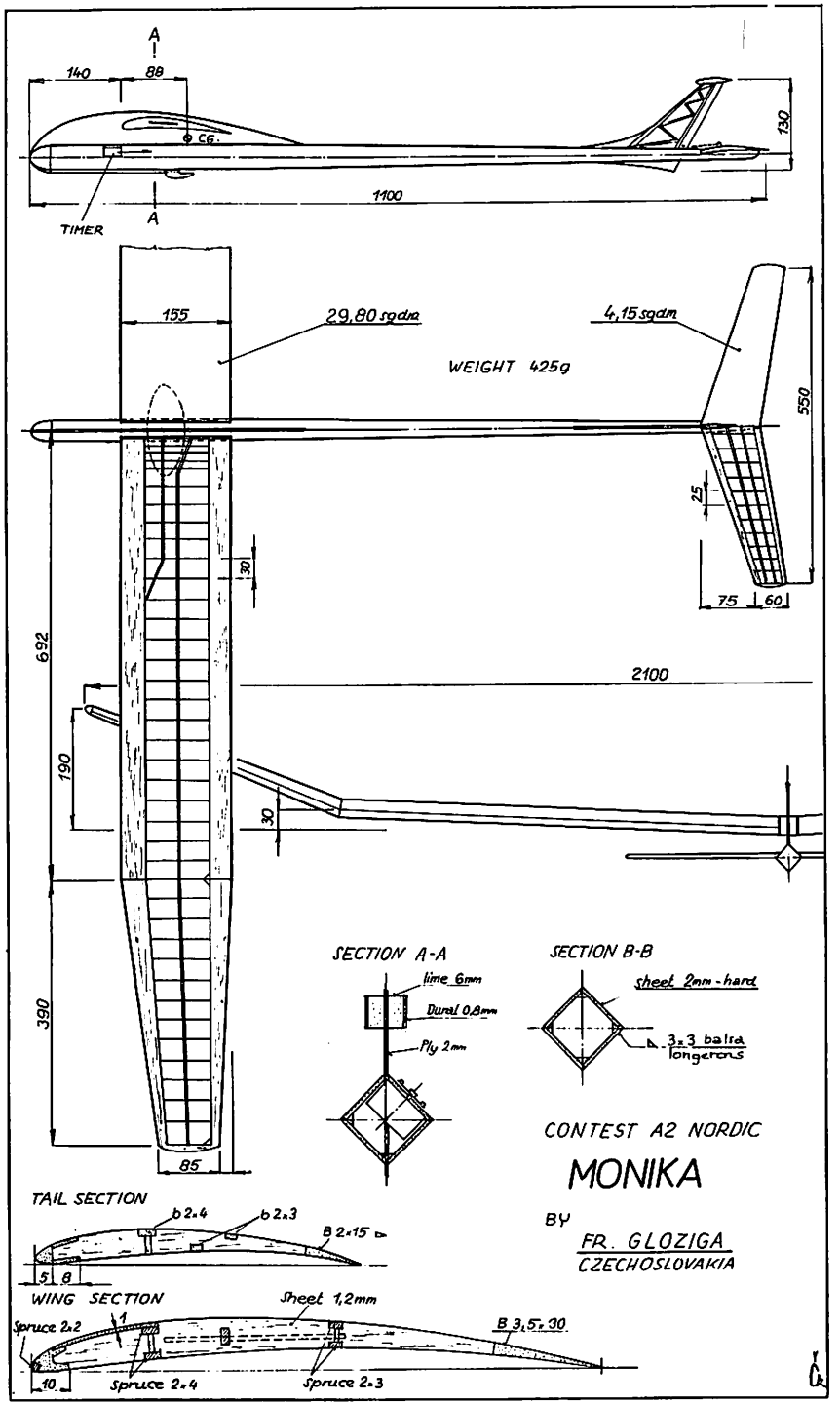
(a)G1 CLASS = 400g/1ccm, 20g/sq.dm.

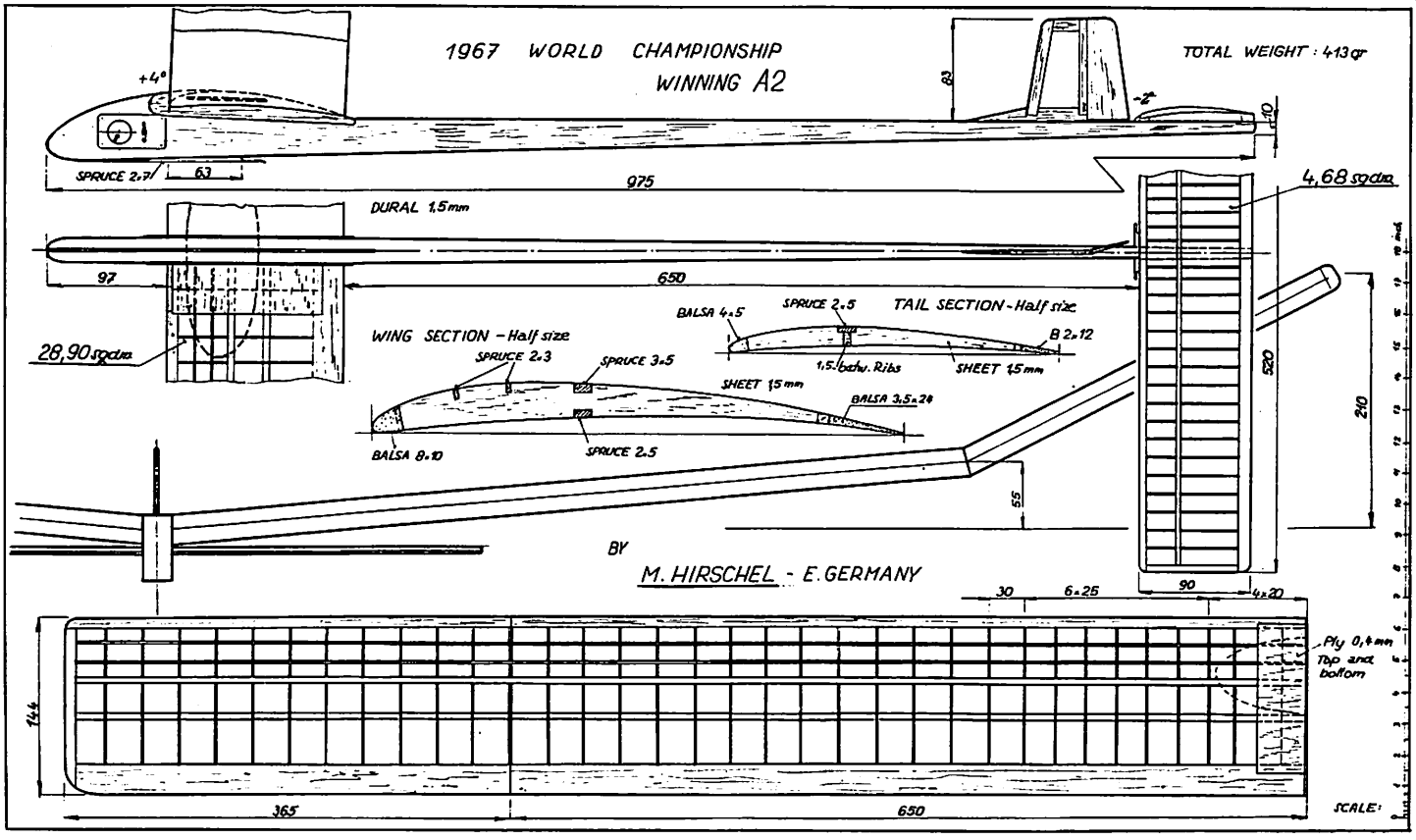
BEST NATS. G1 CLASS MODEL 1966

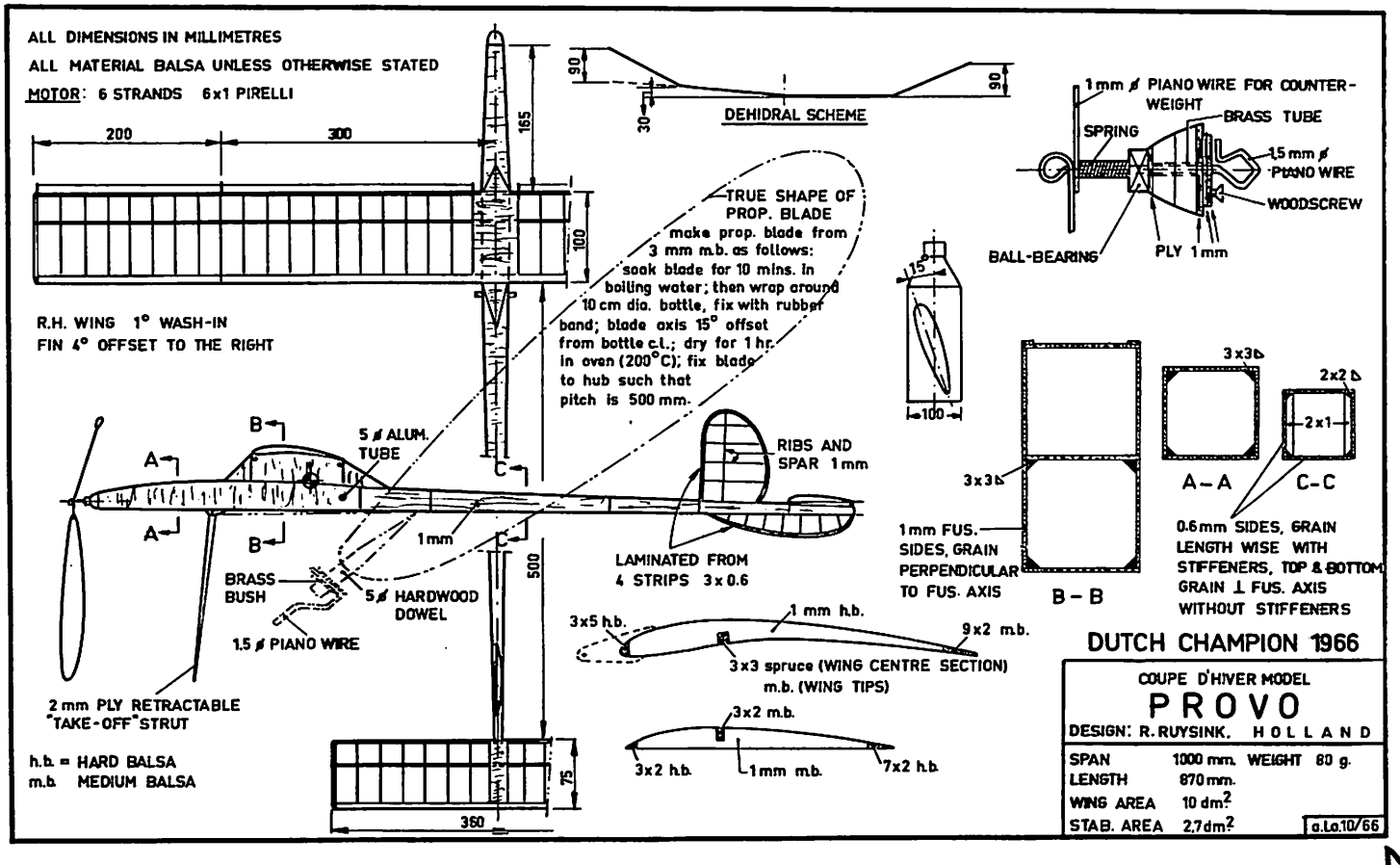
ČAJKA 2

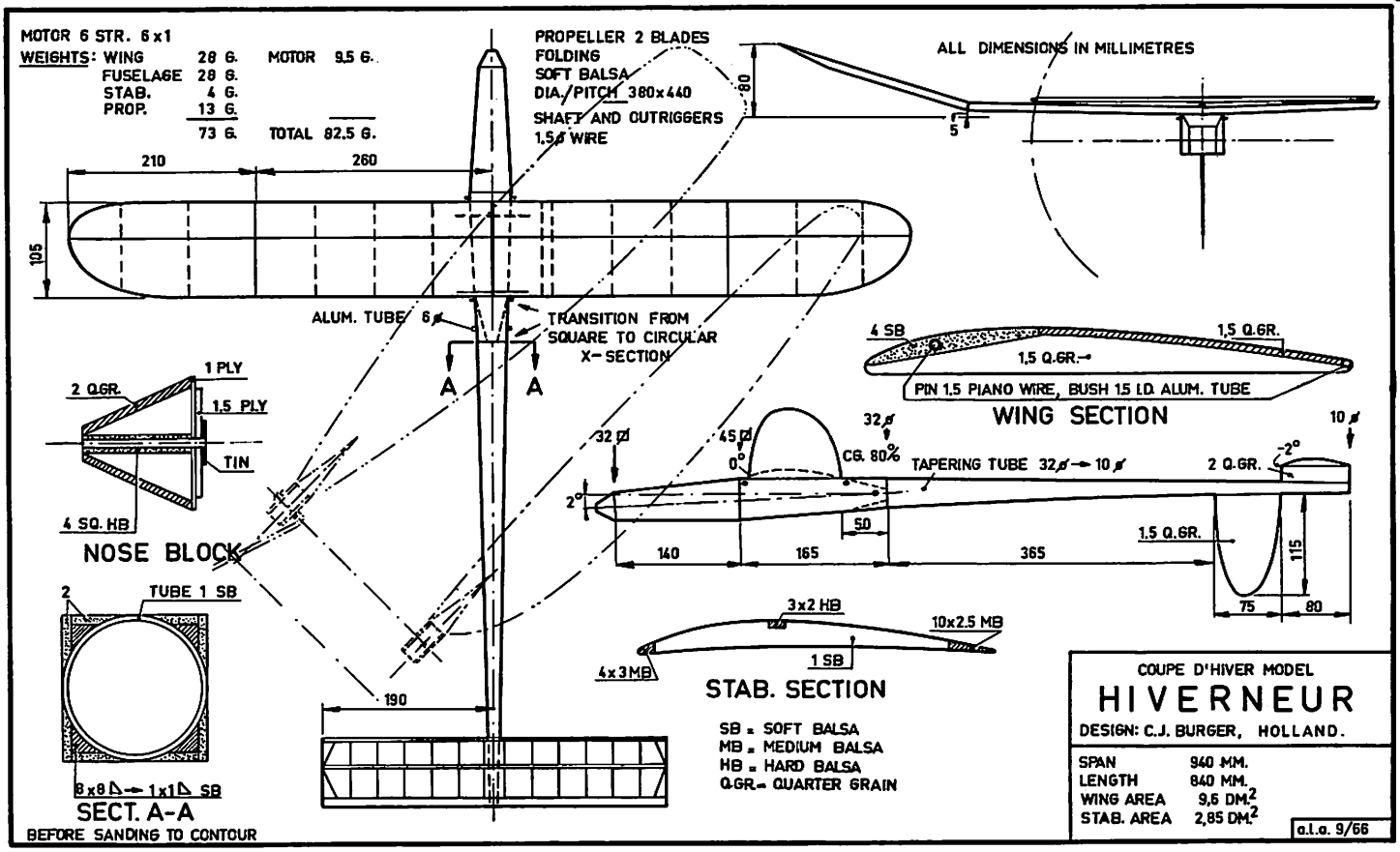
BY RICHARD METZ
MFG. KLADNO
CZECHOSLOVAKIA

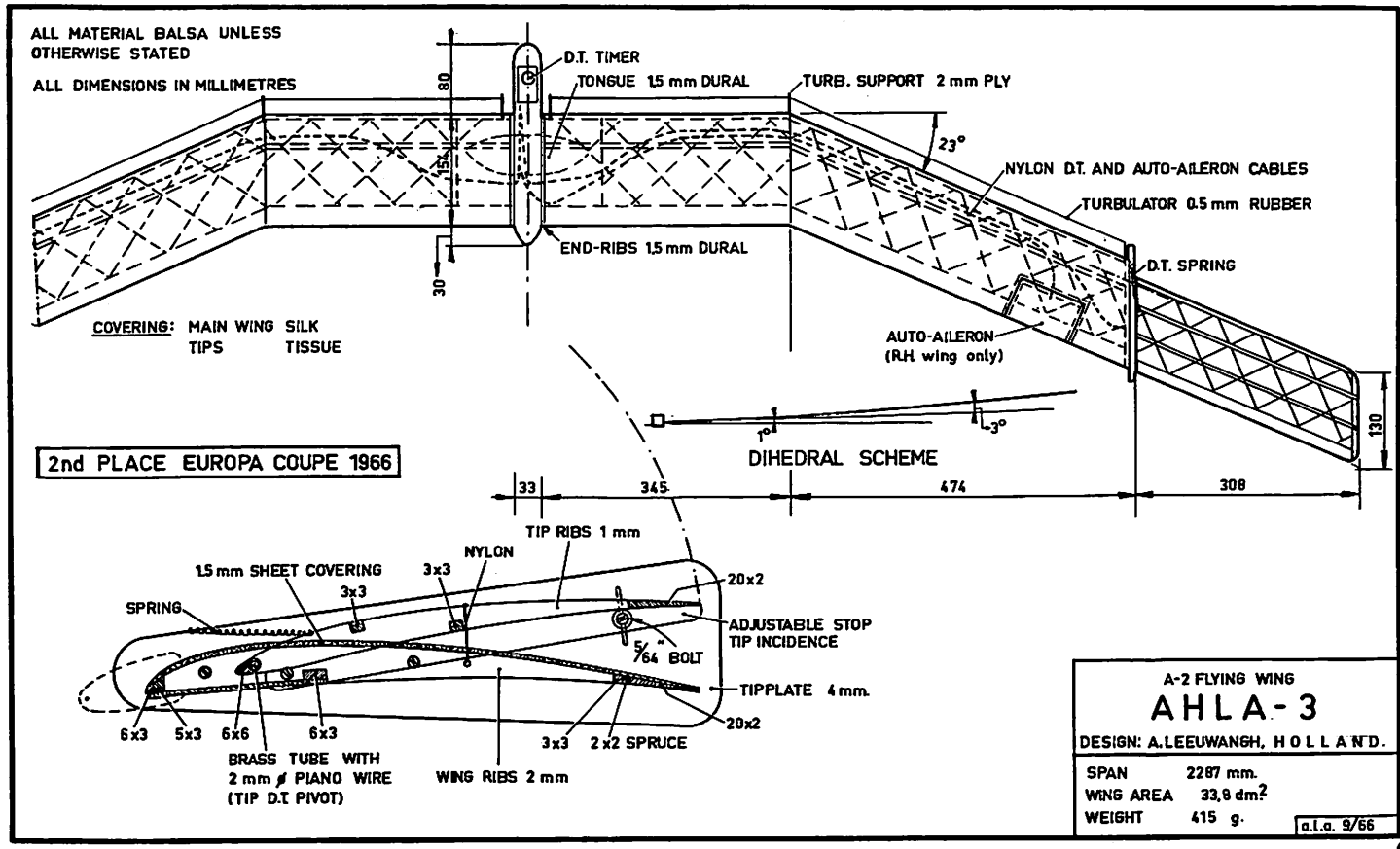

+3°
60
C.G.
0°
79
42
68
125
750
14,3 sqdm
2,78 sqdm
85
115
475
75
406
445
205
5
65
100
FUSELAGE DETAIL
WIRE ϕ 2,5mm
PLY 2mm
C.G.
WING SECTION
SPRUCE 2.5
BALSA 17.3
BALSA 8.10
SPRUCE 2.2
TAIL SECTION
BALSA 2.3
BALSA 5.10
BALSA 2.2
BALSA 3.15
1270
100
CONTEST A1
TITAN
BY BERÉNYI FERENC - HUNGARY
Scale:
Inch. 0 5 10 15

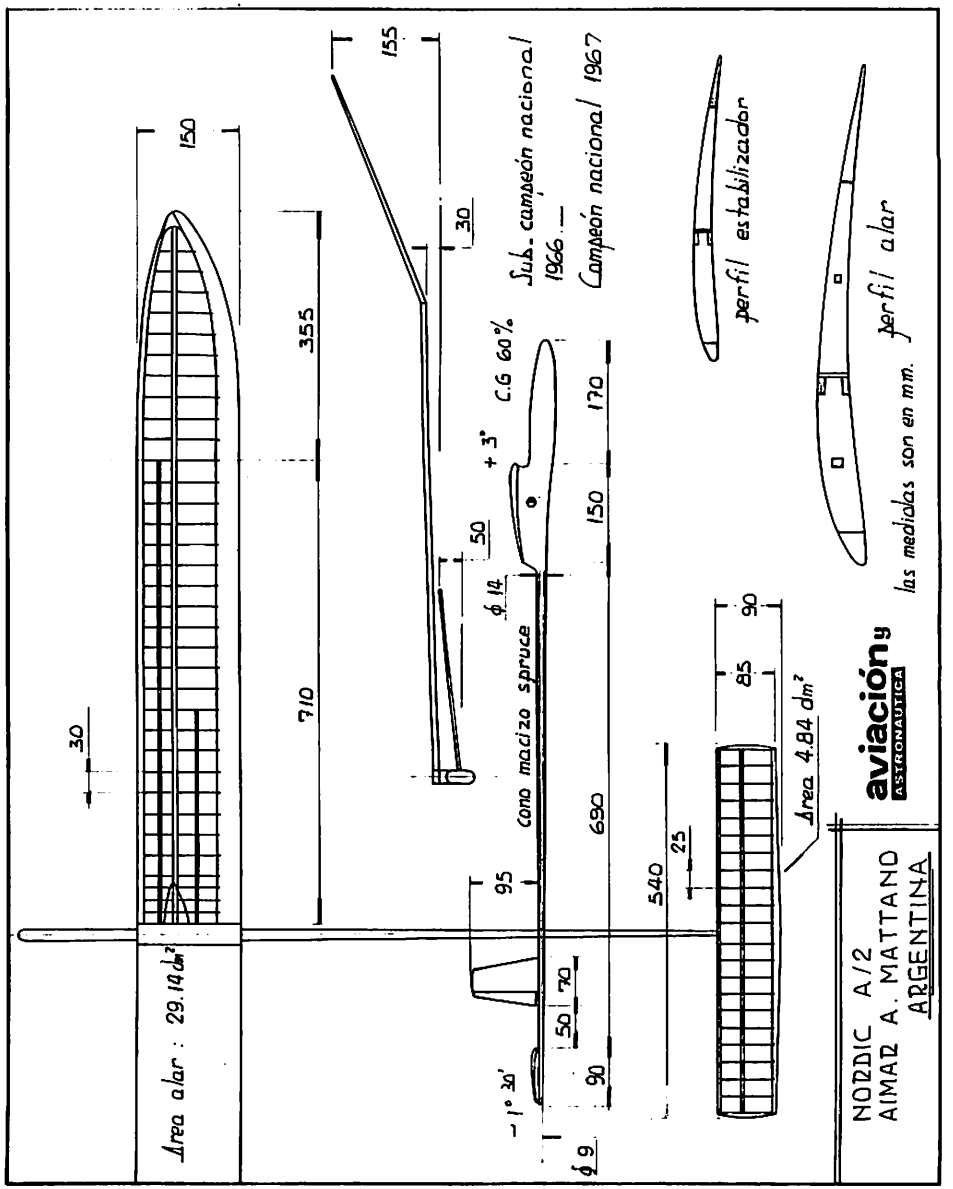

A
140
88
C.G.
130
1100
TIMER
A
155
29,80 sqdm
4,15 sqdm
WEIGHT 425g
550
25
30
75
60
692
2100
190
30
390
85
SECTION A-A
lime 6mm
Dural 0,8mm
Ply 2mm
SECTION B-B
sheet 2mm - hard
3x3 balsa longerons
CONTEST A2 NORDIC
MONIKA
BY
FR. GLOZIGA
CZECHOSLOVAKIA
TAIL SECTION
b 2.4
b 2.3
B 2.15
5
8
WING SECTION
Sheet 1,2mm
Spruce 2.2
1
B 3,5.30
10
Spruce 2.4
Spruce 2.3

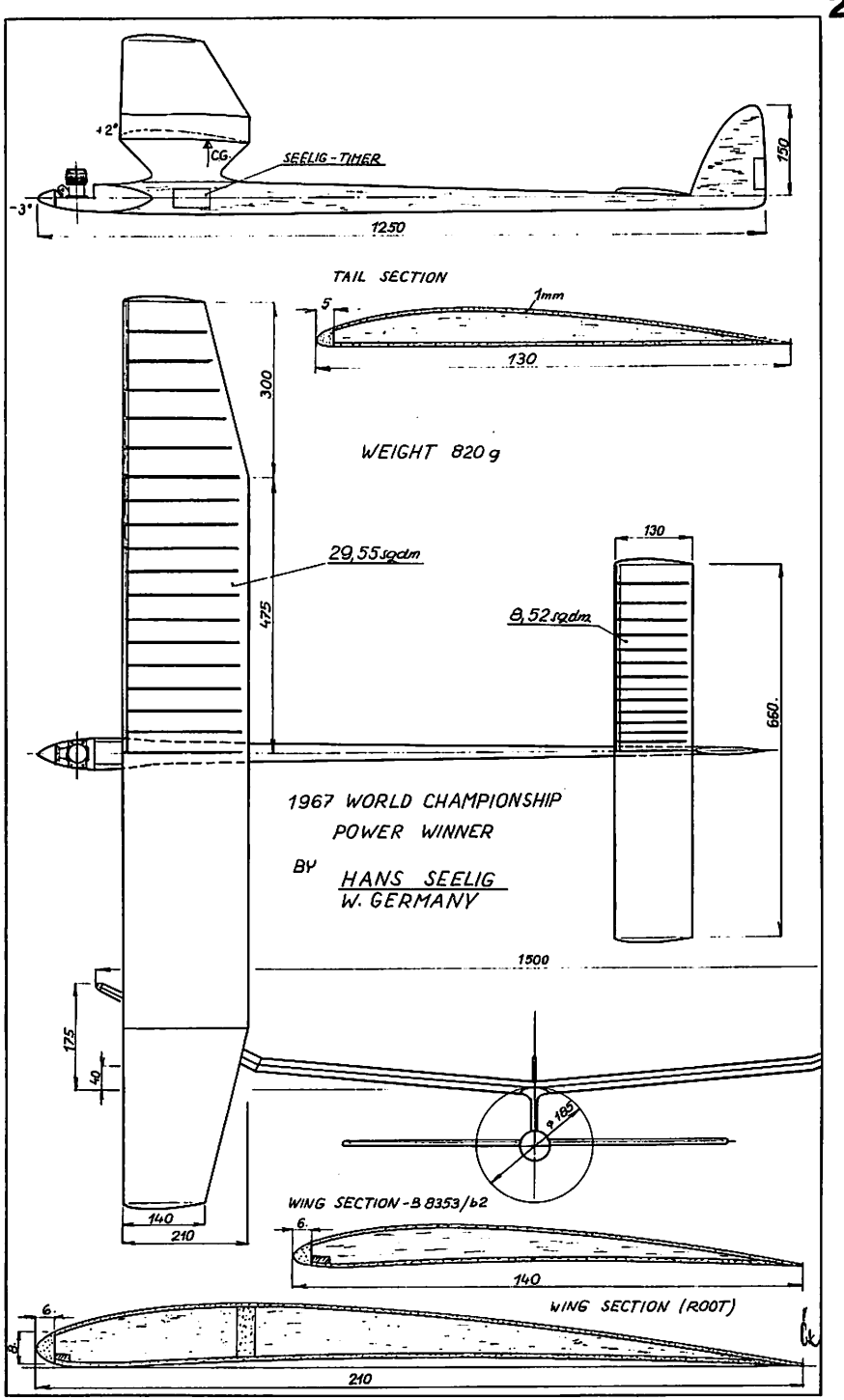

1967 WORLD CHAMPIONSHIP
WINNING A2
TOTAL WEIGHT : 413 gr
+4°
-2°
SPRUCE 2.5
63
975
DURAL 1.5mm
4,68 sq.dm
97
650
28,90 sq.dm
WING SECTION - Half size
SPRUCE 2.3
SPRUCE 3.5
SHEET 1.5mm
BALSA 3.5.24
BALSA 8.10
SPRUCE 2.5
TAIL SECTION - Half size
BALSA 4.5
SPRUCE 2.5
B 2.12
1.5 balsa Ribs
SHEET 1.5mm
83
10
240
55
BY
M. HIRSCHEL - E. GERMANY
30
6.25
90
4.20
Ply 0,4mm
Top and
bottom
144
365
650
SCALE:

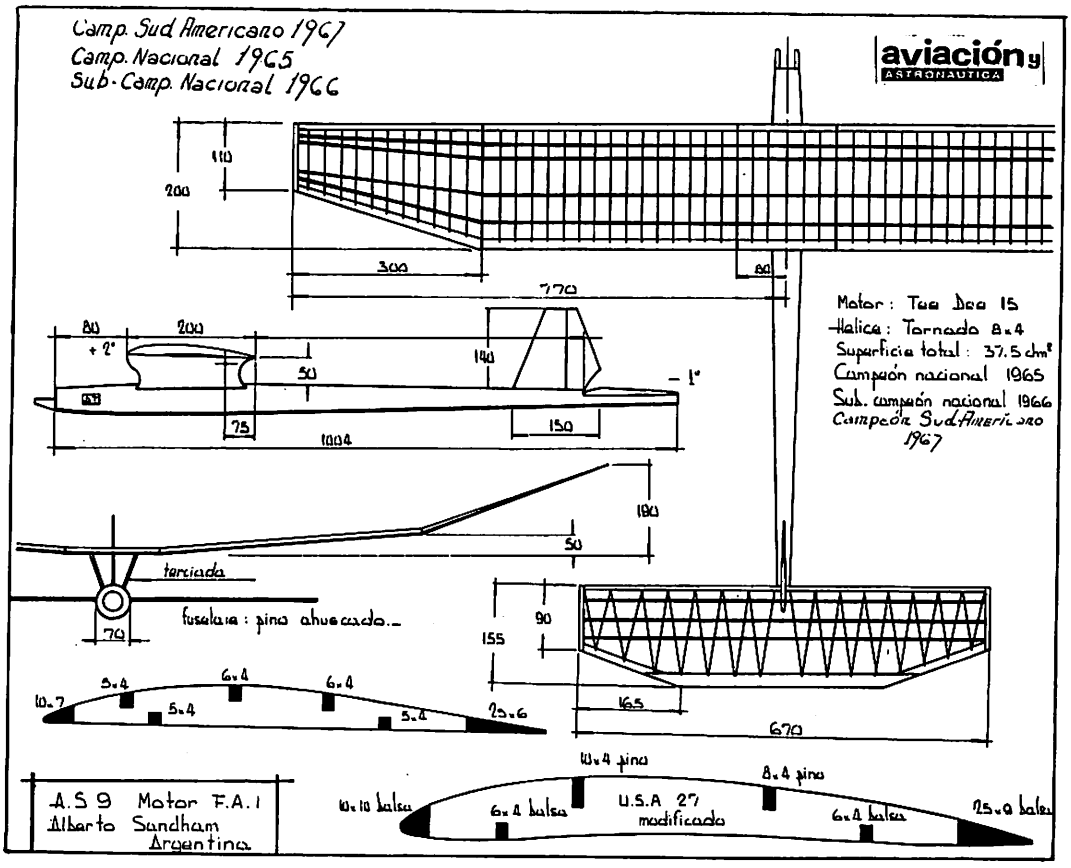

ALL DIMENSIONS IN MILLIMETRES
ALL MATERIAL BALSA UNLESS OTHERWISE STATED
MOTOR: 6 STRANDS 6x1 PIRELLI
200
300
165
100
R.H. WING 1° WASH-IN
FIN 4° OFFSET TO THE RIGHT
90
30
DEHIDRAL SCHEME
TRUE SHAPE OF PROP. BLADE
make prop. blade from 3 mm m.b. as follows: soak blade for 10 mins. in boiling water; then wrap around 10 cm dia. bottle, fix with rubber band; blade axis 15° offset from bottle c.l.; dry for 1 hr. in oven (200°C); fix blade to hub such that pitch is 500 mm.
15°
100
1mm ⌀ PIANO WIRE FOR COUNTER-WEIGHT
BRASS TUBE
SPRING
1.5 mm ⌀ PIANO WIRE
WOODSCREW
BALL-BEARING
PLY 1mm
A
B
C
5 ⌀ ALUM. TUBE
RIBS AND SPAR 1mm
1mm
BRASS BUSH
5 ⌀ HARDWOOD DOWEL
1.5 ⌀ PIANO WIRE
LAMINATED FROM 4 STRIPS 3 x 0.6
500
2 mm PLY RETRACTABLE "TAKE-OFF" STRUT
h.b. = HARD BALSA
m.b. MEDIUM BALSA
75
360
3x5 h.b.
1 mm h.b.
9x2 m.b.
3x3 spruce (WING CENTRE SECTION)
m.b. (WING TIPS)
3x2 m.b.
3x2 h.b.
1mm m.b.
7x2 h.b.
3x3
2x2
2x1
A-A
C-C
3x3
1mm FUS. SIDES, GRAIN PERPENDICULAR TO FUS. AXIS
B-B
0.6mm SIDES, GRAIN LENGTH WISE WITH STIFFENERS, TOP & BOTTOM GRAIN ⊥ FUS. AXIS WITHOUT STIFFENERS
DUTCH CHAMPION 1966
COUPE D'HIVER MODEL
PROVO
DESIGN: R. RUYSINK. HOLLAND
SPAN 1000 mm. WEIGHT 80 g.
LENGTH 870 mm.
WING AREA 10 dm²
STAB. AREA 2,7 dm²
a.Lo.10/66

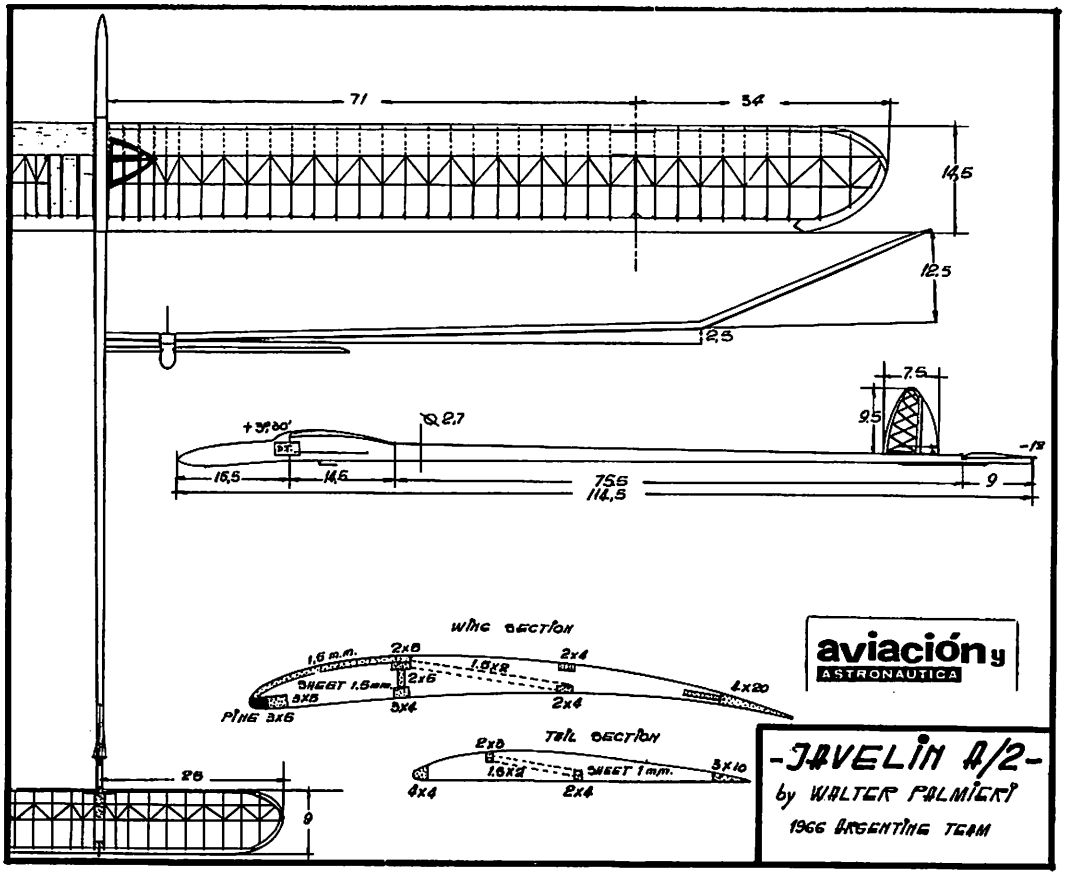

MOTOR 6 STR. 6x1
WEIGHTS: WING 28 G. MOTOR 9,5 G.
FUSELAGE 28 G.
STAB. 4 G.
PROP. 13 G.
73 G. TOTAL 82,5 G.
PROPELLER 2 BLADES FOLDING
SOFT BALSA
DIA./PITCH 380x440
SHAFT AND OUTRIGGERS 1,5ø WIRE
ALL DIMENSIONS IN MILLIMETRES
210
260
105
80
5
ALUM. TUBE 6ø
TRANSITION FROM SQUARE TO CIRCULAR X-SECTION
A
A
1 PLY
2 Q.GR.
1,5 PLY
TIN
4 SQ. HB
NOSE BLOCK
4 SB
1,5 Q.GR.
1,5 Q.GR.
PIN 1,5 PIANO WIRE, BUSH 1,5 I.D. ALUM. TUBE
WING SECTION
32ø
45ø
32ø
10ø
0°
CG. 80%
TAPERING TUBE 32ø → 10ø
2 Q.GR.
-2°
2°
50
140
165
365
1,5 Q.GR.
115
75
80
2
TUBE 1 SB
8x8 Δ → 1x1 Δ SB
SECT. A-A
BEFORE SANDING TO CONTOUR
190
3x2 HB
10x2,5 MB
1 SB
4x3 MB
STAB. SECTION
SB = SOFT BALSA
MB = MEDIUM BALSA
HB = HARD BALSA
Q.GR. = QUARTER GRAIN
COUPE D'HIVER MODEL
HIVERNEUR
DESIGN: C.J. BURGER, HOLLAND.
SPAN 940 MM.
LENGTH 840 MM.
WING AREA 9,6 DM.²
STAB. AREA 2,85 DM.²
a.i.a. 9/66

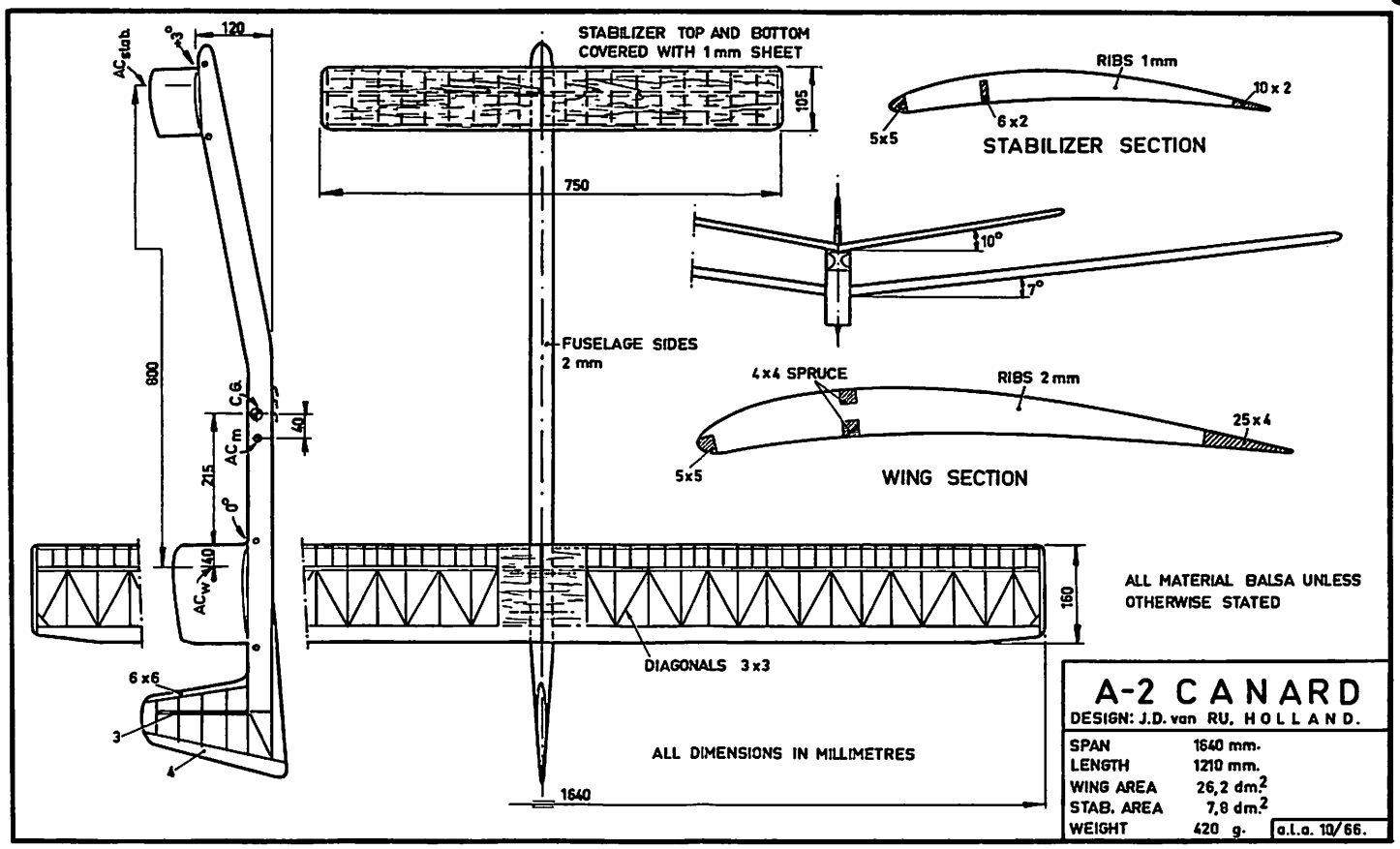

ALL MATERIAL BALSA UNLESS OTHERWISE STATED
ALL DIMENSIONS IN MILLIMETRES
D.T. TIMER
TONGUE 1,5 mm DURAL
TURB. SUPPORT 2 mm PLY
80
154
30
23°
NYLON D.T. AND AUTO-AILERON CABLES
TURBULATOR 0,5 mm RUBBER
END-RIBS 1,5 mm DURAL
D.T. SPRING
COVERING: MAIN WING SILK
TIPS TISSUE
AUTO-AILERON (R.H. wing only)
1°
-3°
DIHEDRAL SCHEME
130
2nd PLACE EUROPA COUPE 1966
33
345
474
308
TIP RIBS 1 mm
1,5 mm SHEET COVERING
3x3
NYLON
3x3
20x2
SPRING
ADJUSTABLE STOP TIP INCIDENCE
5/64" BOLT
TIPPLATE 4 mm.
6x3
5x3
6x6
6x3
3x3
2x2 SPRUCE
20x2
BRASS TUBE WITH 2 mm ø PIANO WIRE (TIP D.T. PIVOT)
WING RIBS 2 mm
A-2 FLYING WING
AHLA-3
DESIGN: A. LEEUWANGH, HOLLAND.
SPAN 2287 mm.
WING AREA 33,8 dm.²
WEIGHT 415 g.
a.i.a. 9/66


Area alar : 29.14 dm²
Sub. campeón nacional 1966
Campeón nacional 1967
perfil estabilizador
perfil alar
las medidas son en mm.
+ 3°
C.G 60%
- 1° 30'
cono macizo spruce
Area 4.84 dm²
aviación y ASTRONAUTICA
NORDIC A/2
AIMAR A. MATTANO
ARGENTINA


+2°
-3°
C.G.
SEELIG - THER
1250
TAIL SECTION
WEIGHT 820 g
29,55 sqdm
8,52 sqdm
1967 WORLD CHAMPIONSHIP
POWER WINNER
BY
HANS SEELIG
W. GERMANY
1500
WING SECTION - B 8353/62
WING SECTION (ROOT)
240


Camp. Sud Americano 1967
Camp. Nacional 1965
Sub-Camp. Nacional 1966
aviación y ASTRONAUTICA
Motor: Tee Dee 15
Helica: Tornado 8x4
Superficie total: 37.5 dm²
Campeón nacional 1965
Sub. campeón nacional 1966
Campeón Sud Americano 1967
fuselaje: pino ahuecado
terciada
A.S 9 Motor F.A.I
Alberto Sandham
Argentina
U.S.A 27
modificado


aviación y ASTRONAUTICA
-JAVELIN A/2-
by WALTER PALMIERI
1966 ARGENTINE TEAM
WING SECTION
TAIL SECTION

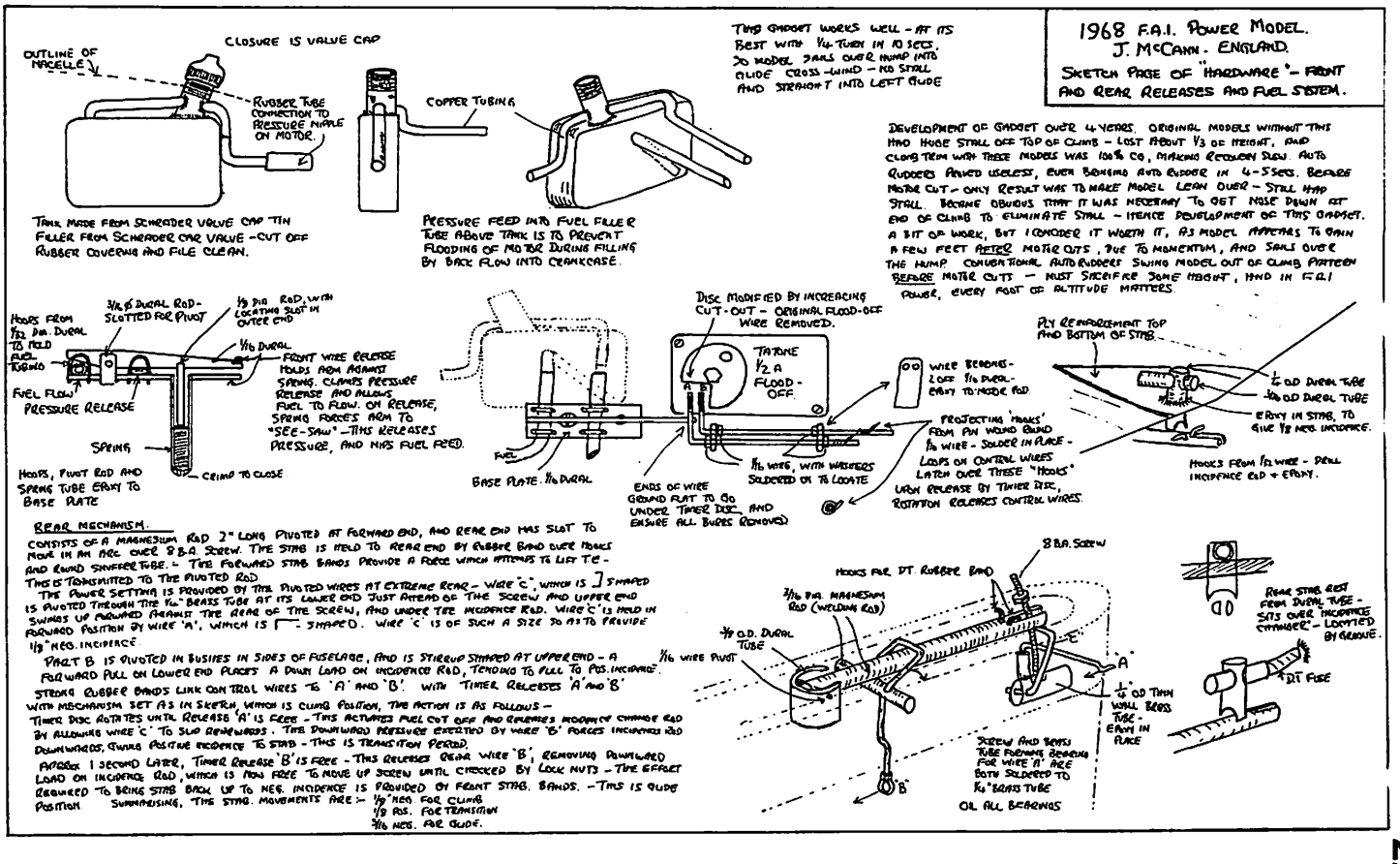


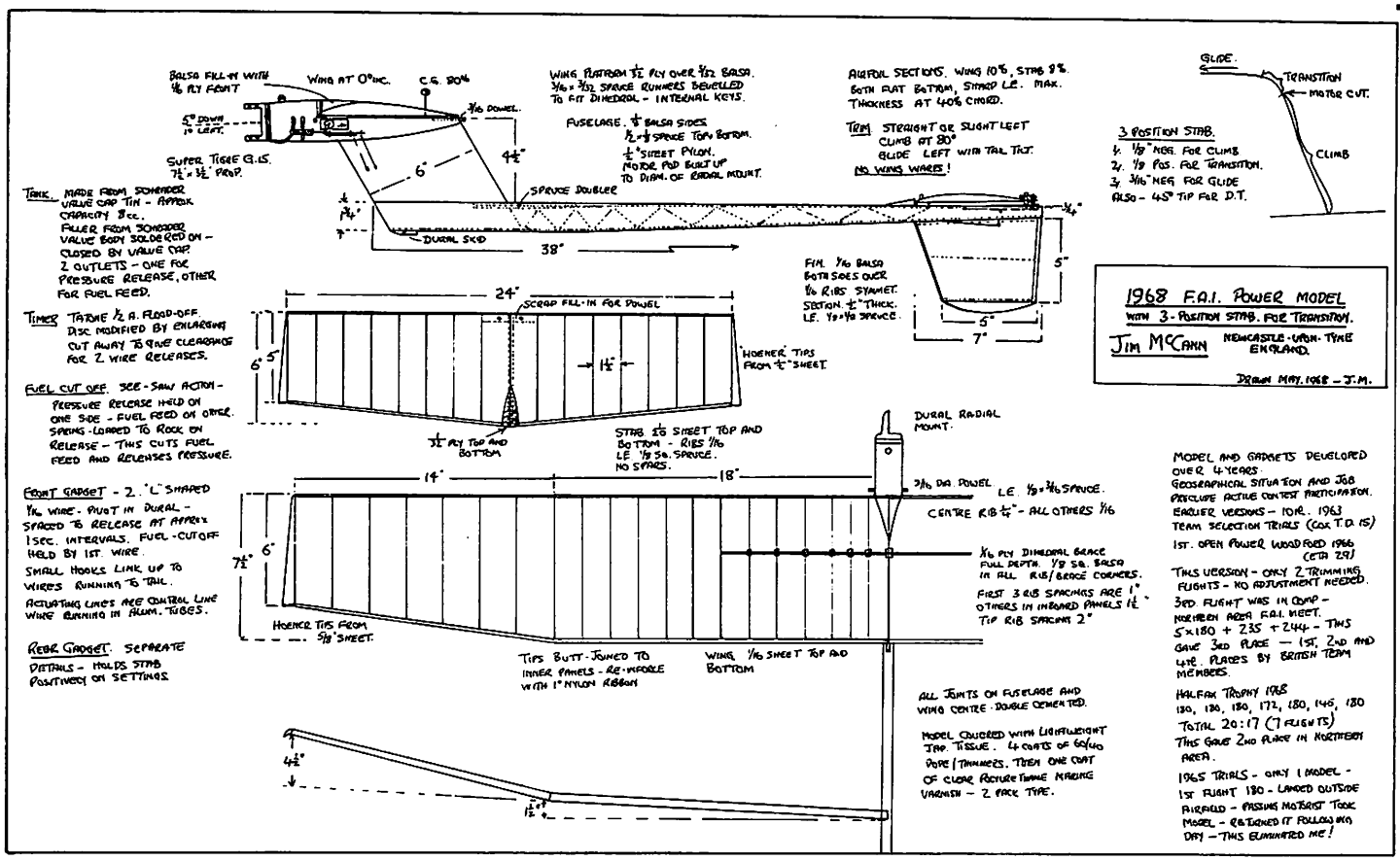
A-2 CANARD

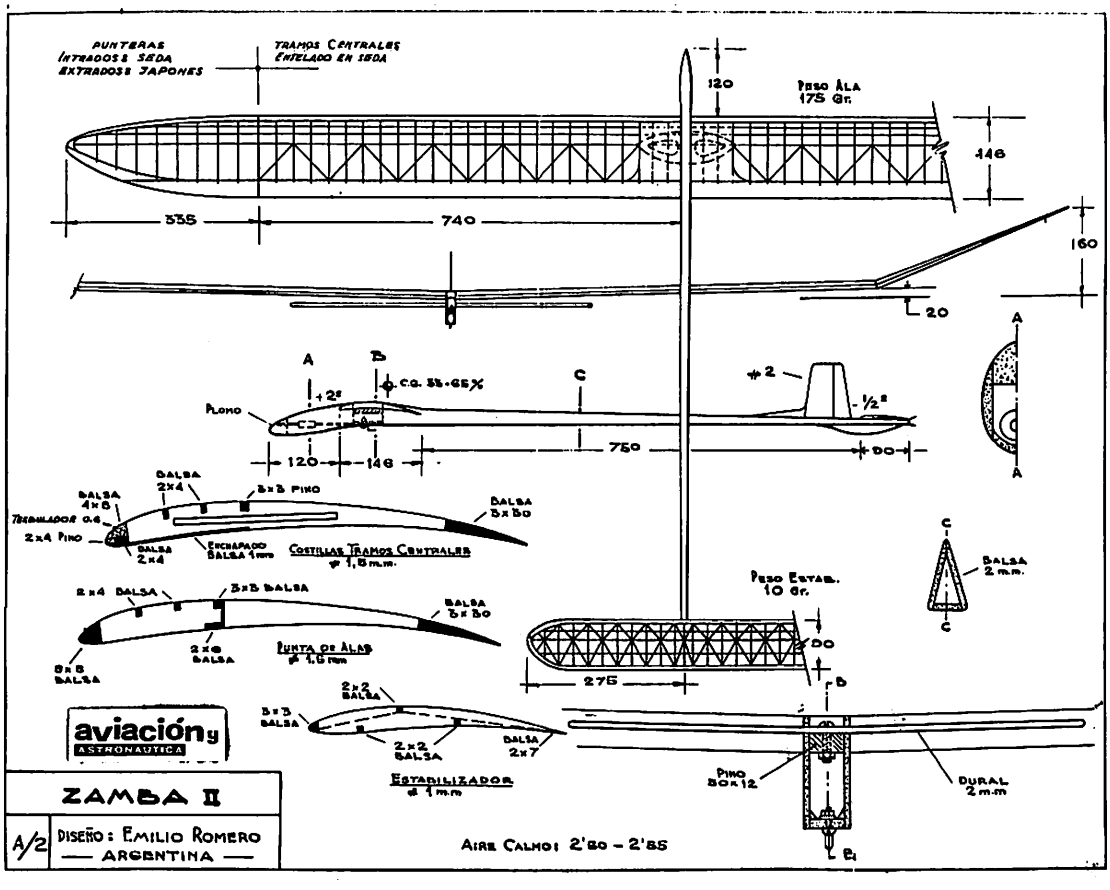
DESIGN: J.D. van RU, HOLLAND.

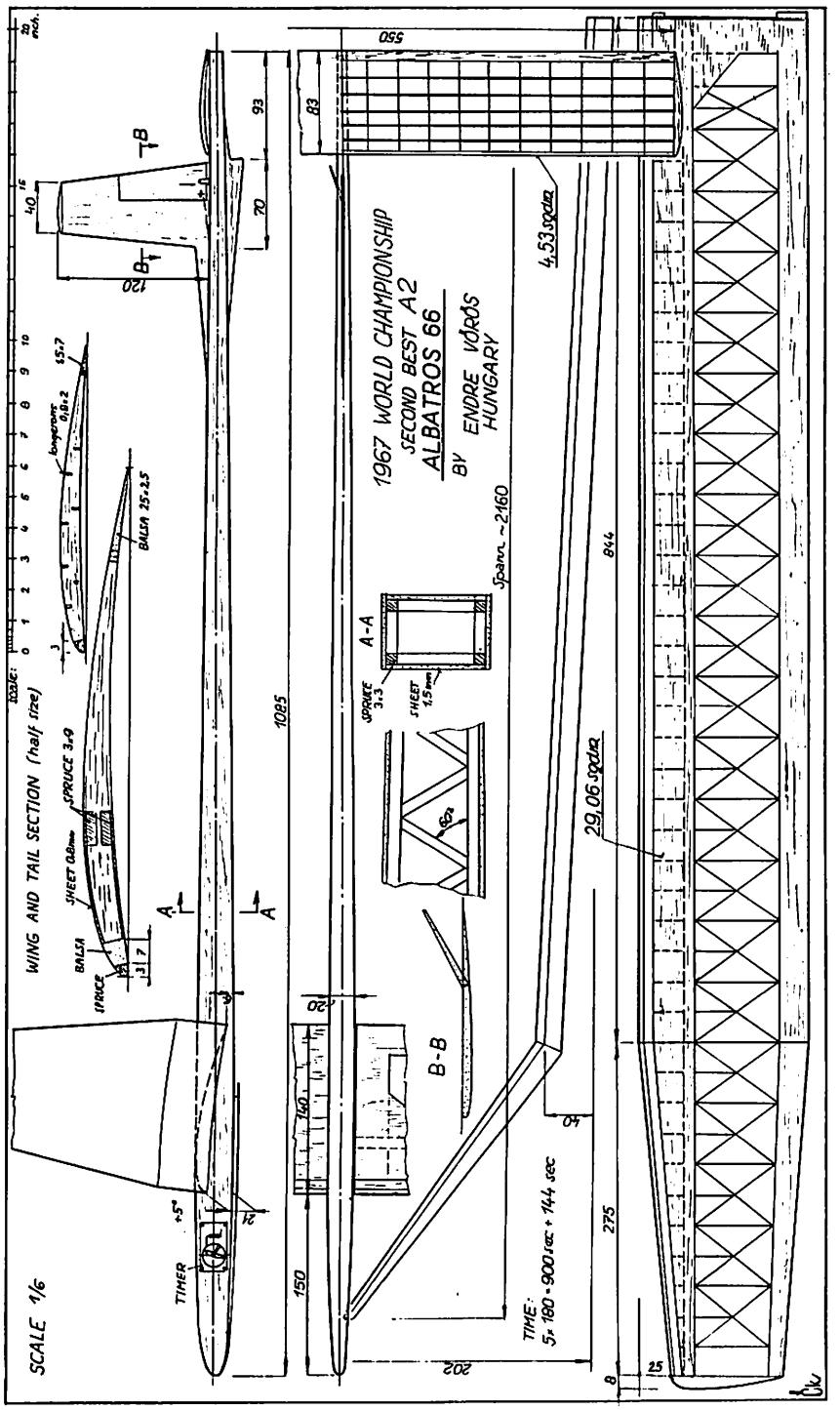
SPAN	1640 mm.
LENGTH	1210 mm.
WING AREA	26,2 dm.²
STAB. AREA	7,8 dm.²
WEIGHT	420 g.

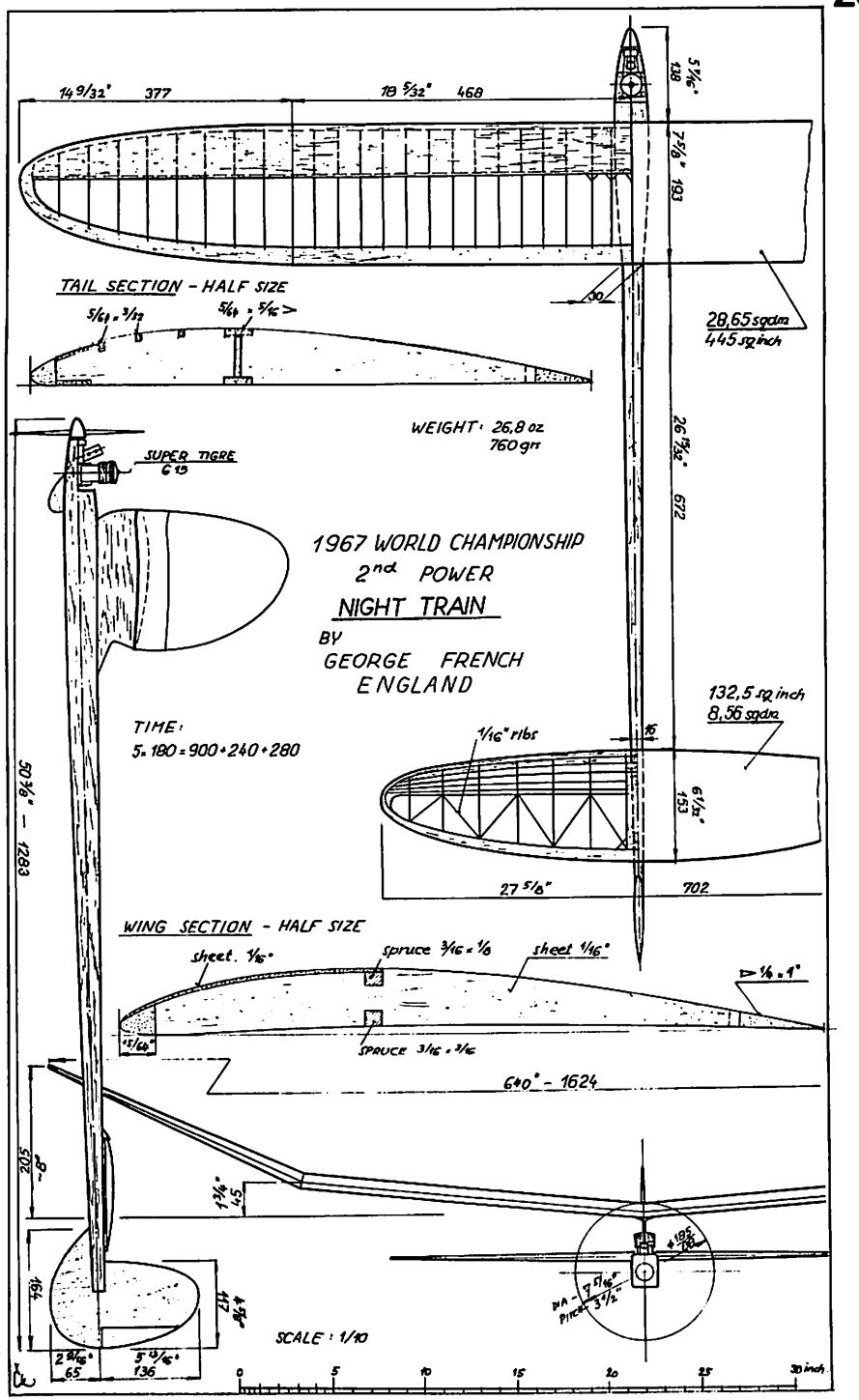
a.i.a. 10/66.

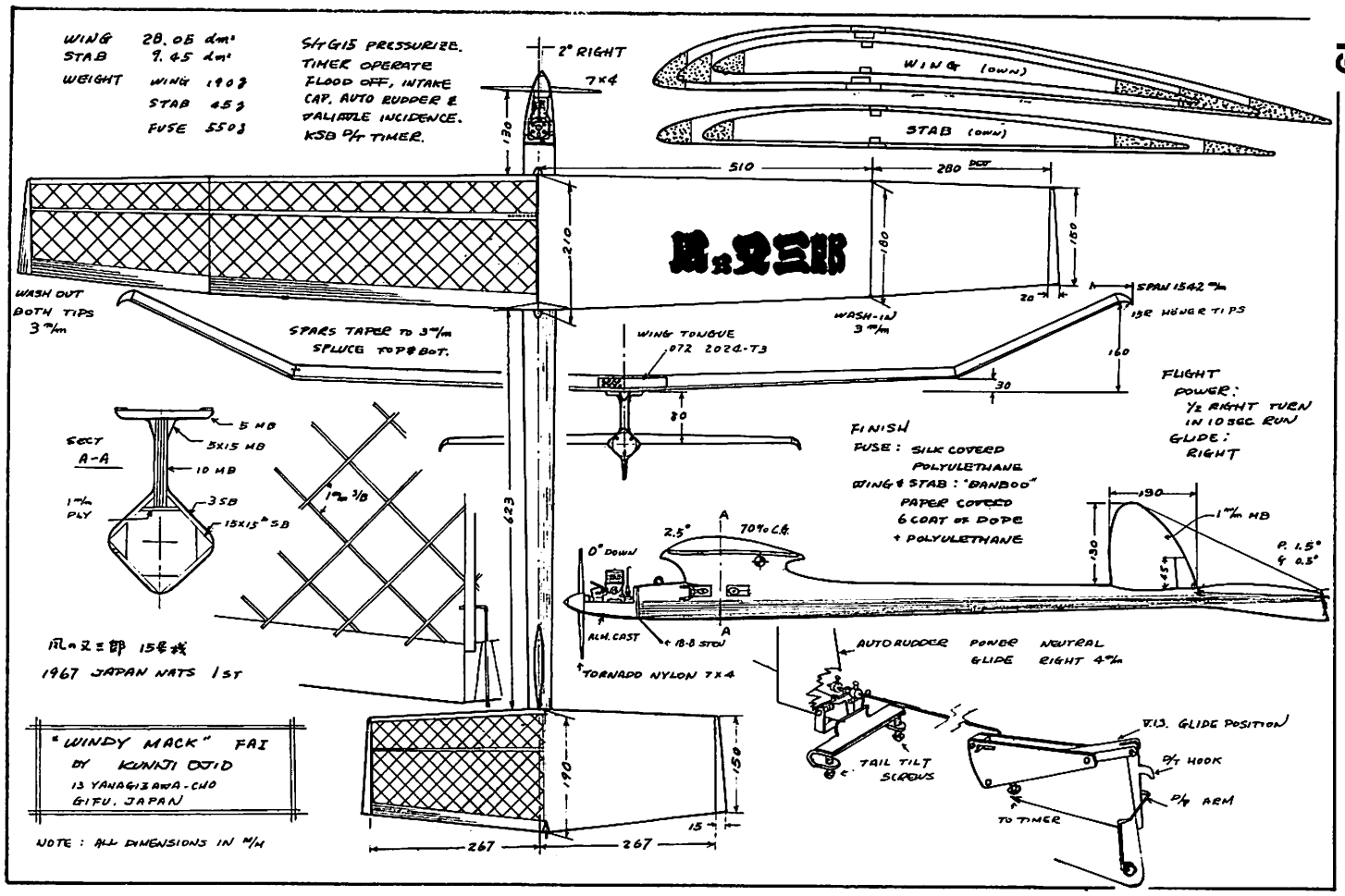


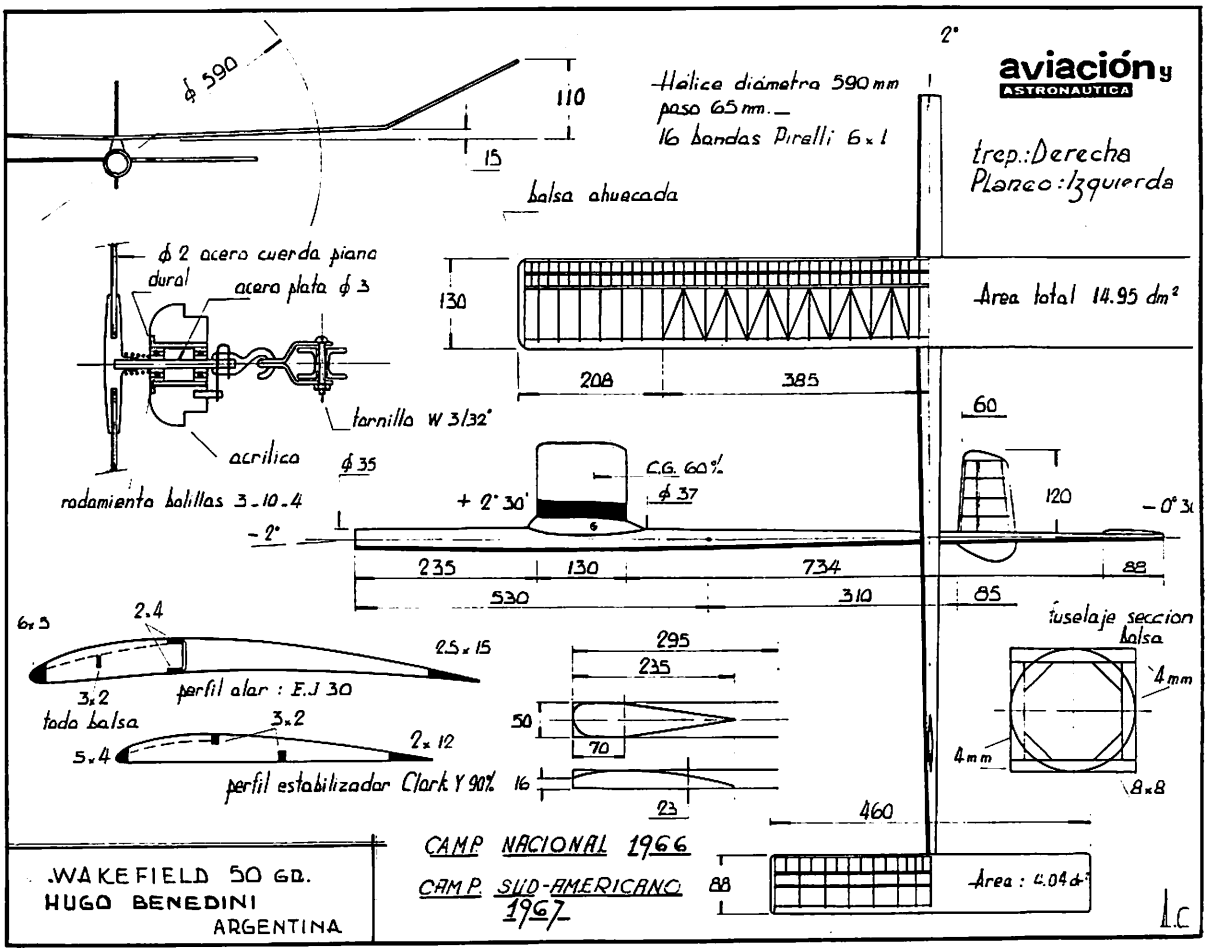

Balsa fill-in with ⅛ ply front
Wing at 0° inc.
C.G. 80%
⅛ dowel.
4° down
1° left.
Super Tigre G.15.
7½ × 3½ prop.
6"
4½"
Spruce doubler
Dural skid
38"
Wing platform ⅛ ply over ⅛ balsa.
⅛ × 3/32 spruce runners bevelled to fit dihedral – internal keys.
Fuselage. ⅛ balsa sides.
½ × ⅛ spruce top & bottom.
⅛" sheet pylon.
Motor pod built up to diam. of radial mount.
Aerofoil sections. Wing 10%, stab 9%.
Both flat bottom, stamp L.E. max. thickness at 40% chord.
Trim. Straight or slight left climb at 30°
Glide left with tail tilt.
No wing warps!
Glide.
Transition
Motor cut.
Climb
3 position stab.
¼ 1/8" neg. for climb
2/3 1/8 pos. for transition.
¾ 3/16" neg for glide
Also – 45° tip for D.T.
Tank. Made from Schrader valve cap tin – approx. capacity 3 cc.
Filler from Schrader valve body soldered on – closed by valve cap.
2 outlets – one for pressure release, other for fuel feed.
Timer. Tatone ½ a. flood-off disc modified by enlarging cut away to give clearance for 2 wire releases.
Fuel cut off. See-saw action – pressure release held on one side – fuel feed on other. Spring-loaded to rock on release – this cuts fuel feed and releases pressure.
Front gadget – 2 'L' shaped 1/16 wire – pivot in dural – spaced to release at approx 1 sec. intervals. Fuel-cut-off held by 1st. wire.
Small hooks link up to wires running to tail.
Actuating lines are control line wire running in alum. tubes.
Rear Gadget. Separate details – holds stab positively on settings.
24"
Scrap fill-in for dowel
6" 5"
1½"
Hoener tips from ⅛" sheet
½ ply top and bottom
Stab ⅛ sheet top and bottom – ribs 1/16 L.E. ⅛ sq. spruce. No spars.
Fin. 1/16 balsa both sides over 1/16 ribs symmet. section. ¼" thick. L.E. ⅛ × 1/16 spruce.
5"
5"
7"
Dural radial mount.
14"
18"
7½" 6"
3/16 dia. dowel
L.E. ⅛ × 3/16 spruce.
Centre rib ¼" – all others 1/16
1/16 ply dihedral brace full depth. ⅛ sq. balsa in all rib/brace corners.
First 3 rib spacings are 1" others in inboard panels 1½". Tip rib spacing 2"
Hoener tips from 5/32 sheet.
Tips butt-joined to inner panels – re-inforce with 1" nylon ribbon
Wing 1/16 sheet top and bottom
4½"
1½"
All joints on fuselage and wing centre double cemented.
Model covered with lightweight jap. tissue. 4 coats of 60/40 dope (thinners). Then one coat of clear picture frame marine varnish – 2 pack type.
1968 F.A.I. Power Model
with 3-position stab. for transition.
Jim McCann
Newcastle-upon-Tyne England.
Drawn May 1968 – J.M.
Model and gadgets developed over 4 years. Geographical situation and job prevent active contest participation.
Earlier versions – 1946. 1963 Team selection trials (Cox T.D. 15)
1st. open power wood/fred 1966 (ETA 29)
This version – only 2 trimming flights – no adjustment needed.
3rd flight was in comp – Northern Area F.A.I. meet. 5 × 180 + 235 + 244 – This gave 3rd place – (1st, 2nd and 4th places by British team members.
Halifax Trophy 1968
130, 130, 180, 172, 180, 145, 130
Total 20:17 (7 flights)
This gave 2nd place in Northern Area.
1965 trials – only 1 model – 1st flight 180 – landed outside airfield – passing motorist took model – returned it following day – this eliminated me!

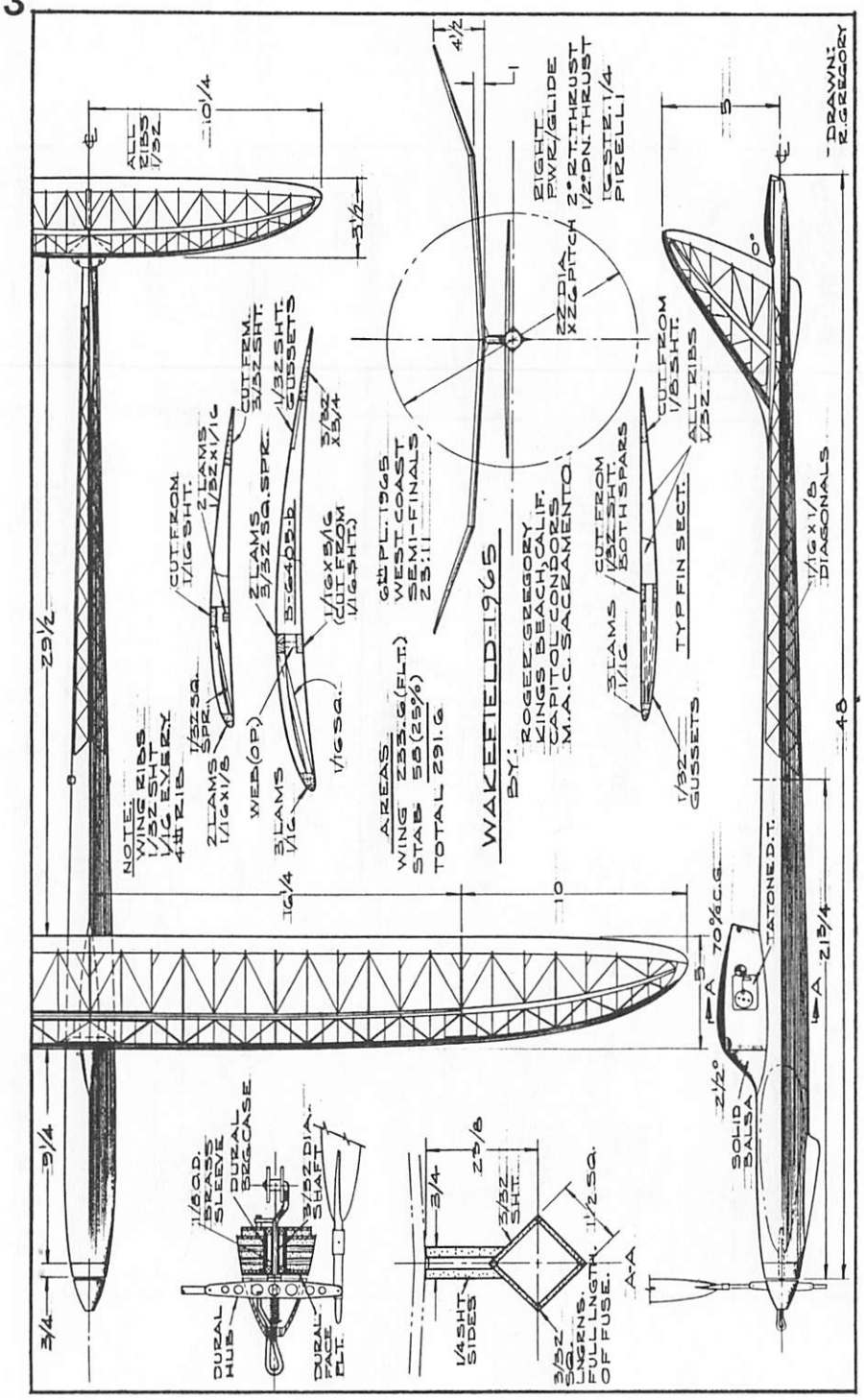

PUNTERAS
INTRADOS: SEDA
EXTRADOS: JAPONES
TRAMOS CENTRALES
ENTELADO EN SEDA
120
PESO ALA
175 Gr.
146
535
740
160
20
A
B
C
+2°
-½°
PLOMO
C.G. 55-65%
120
146
750
90
BALSA 2×4
BALSA 4×8
3×3 PINO
BALSA 3×30
TERMINADOR 0.6
2×4 PINO
BALSA 2×4
ENCHAPADO BALSA 1 mm
COSTILLAS TRAMOS CENTRALES
1,8 m.m.
2×4 BALSA
3×3 BALSA
BALSA 3×30
8×8 BALSA
2×6 BALSA
PUNTA DE ALAS
1,0 mm
PESO ESTAB.
10 gr.
BALSA 2 m.m.
90
275
B
2×2 BALSA
3×3 BALSA
2×2 BALSA
BALSA 2×7
ESTABILIZADOR
1 m.m
PINO 80×12
DURAL 2 m.m
B1
aviación y
ASTRONAUTICA
ZAMBA II
A/2
DISEÑO: EMILIO ROMERO
— ARGENTINA —
AIRE CALMO: 2'30 – 2'85

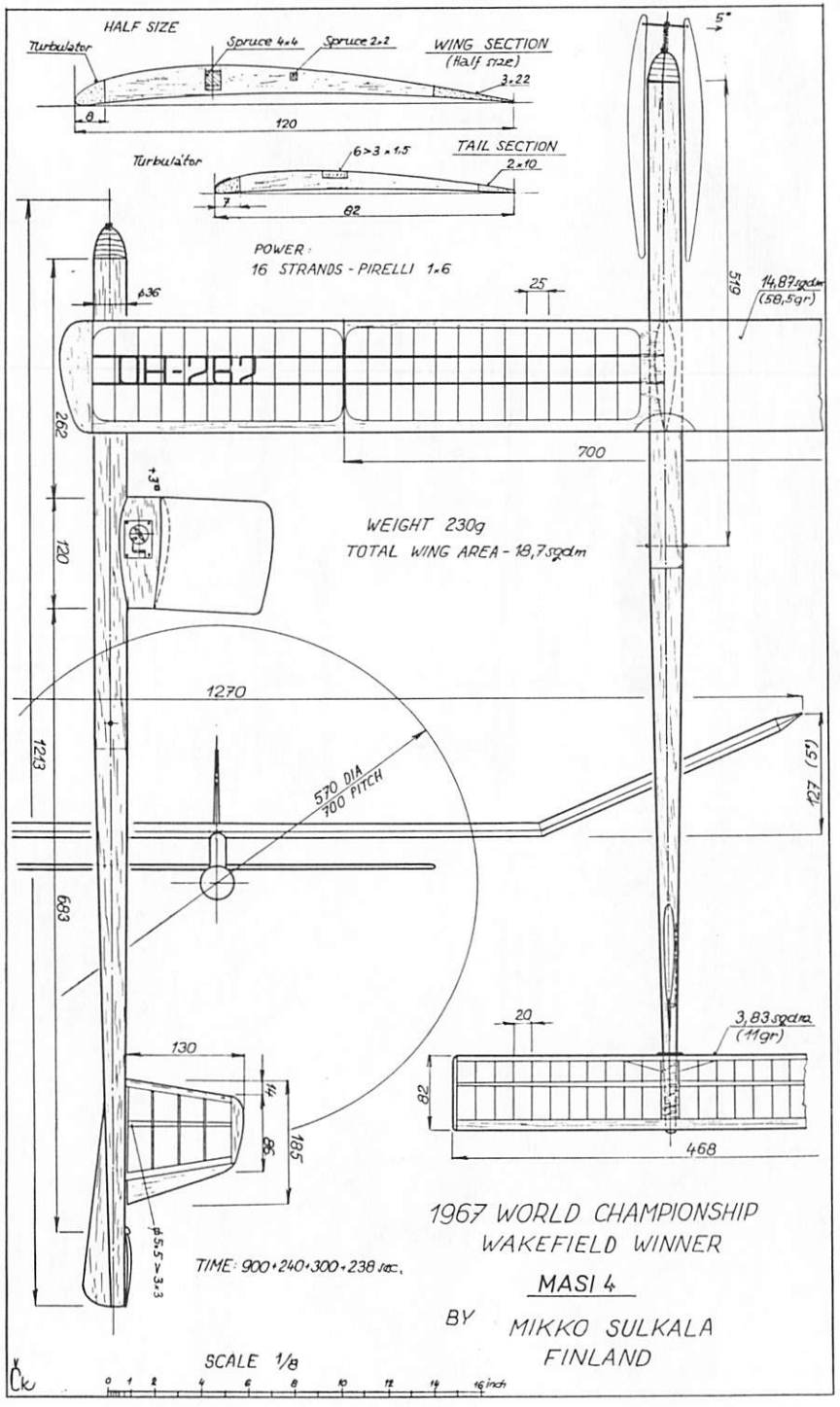

1967 WORLD CHAMPIONSHIP
SECOND BEST A2
ALBATROS 66
BY ENDRE VÁRDAS
HUNGARY
4,53 sqdm
29,06 sqdm
Span ~2160
1085
844
275
202
WING AND TAIL SECTION (half size)
SCALE 1/6
TIMER
TIME:
5 × 180 + 900 sec + 144 sec
A-A
B-B
SPRUCE 3.9
SHEET 0.8mm
BALSA
SPRUCE
SHEET 1.5mm
BALSA 25×2.5

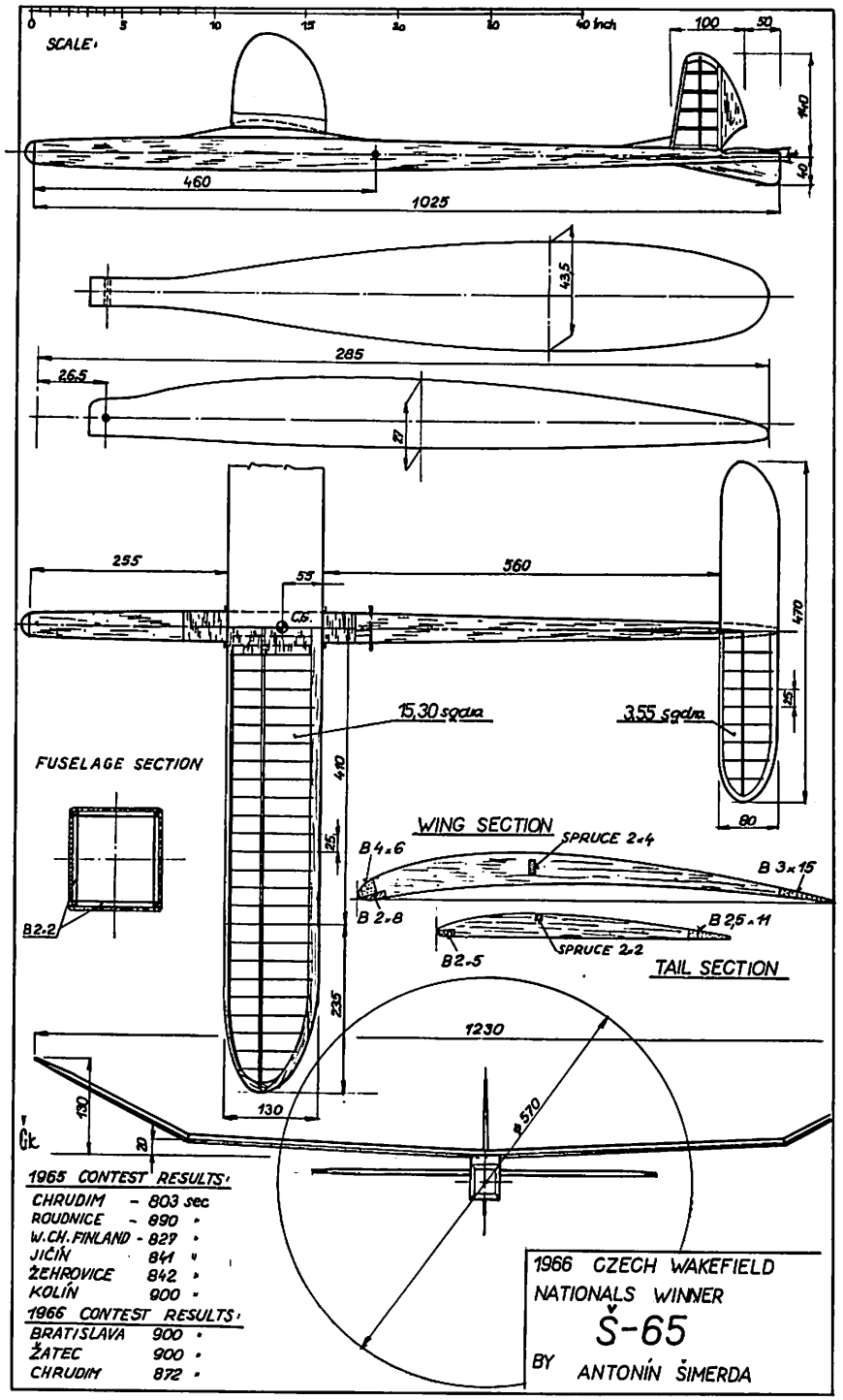

TAIL SECTION - HALF SIZE
28,65 sqdm
445 sq inch
WEIGHT: 26,8 oz
760 gm
SUPER TIGRE
G 15
1967 WORLD CHAMPIONSHIP
2nd POWER
NIGHT TRAIN
BY
GEORGE FRENCH
ENGLAND
TIME:
5 × 180 = 900 + 240 + 280
132,5 sq inch
8,56 sqdm
1/16" ribs
WING SECTION - HALF SIZE
sheet 1/16"
spruce 3/16 × 1/8
sheet 1/16"
SPRUCE 3/16 × 3/16
640 - 1624
1283
SCALE : 1/10

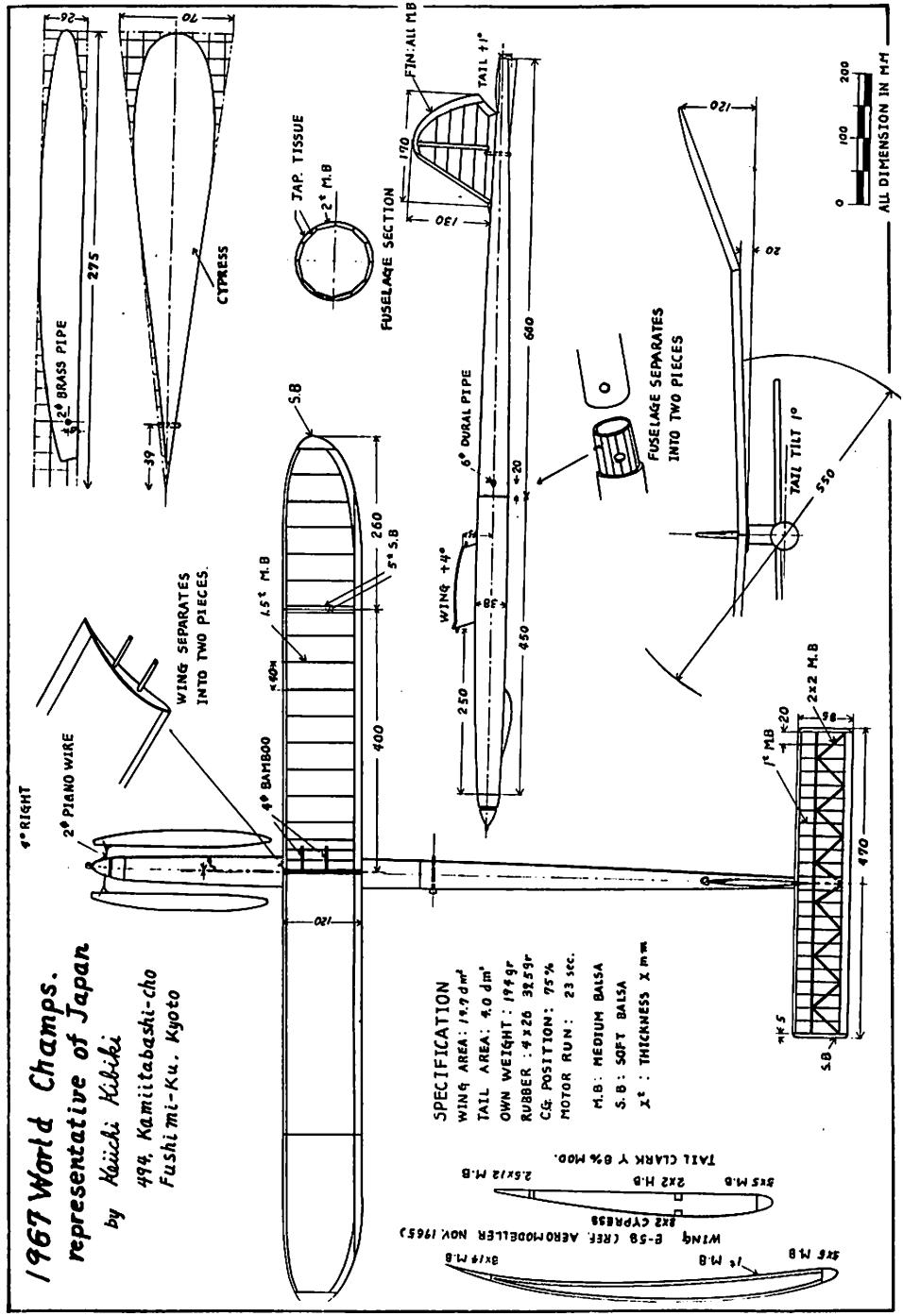

WING 28.05 dm²
STAB 9.45 dm²
WEIGHT WING 190g
STAB 45g
FUSE 550g
SIGIS PRESSURIZE. TIMER OPERATE FLOOD OFF, INTAKE CAP. AUTO RUDDER & VALIABLE INCIDENCE. KSB P/T TIMER.
2° RIGHT
7×4
WING (DOWN)
STAB (DOWN)
510
280
210
160
150
SPAN 1542 m/m
WASH OUT BOTH TIPS 3 m/m
SPARS TAPER TO 3 m/m SPLICE TOP & BOT.
WASH-IN 3 m/m
WING TONGUE .072 2024-T3
FLIGHT POWER: ½ RIGHT TURN IN 10 SEC RUN GLIDE: RIGHT
FINISH
FUSE: SILK COVERED POLYURETHANE
WING & STAB: "BANBOO" PAPER COVERED 6 COAT OF DOPE + POLYURETHANE
SECT A-A
5 MB
5×15 MB
10 MB
3 SB
15×15 SB
1 m/m PLY
1 m/m 3/8
623
2.5°
70% C.G.
0° DOWN
ALM. CAST
+ 18-8 STST
TORNADO NYLON 7×4
AUTO RUDDER POWER NEUTRAL GLIDE RIGHT 4°/m
TAIL TILT SCREWS
T.O. GLIDE POSITION
P/T HOOK
P/T ARM
TO TIMER
190
1 m/m MB
P. 1.5° & 0.5°
267
267
15
"WINDY MACK" FAI
BY KUNIJI OJID
13 YANAGIBARA-CHO
GIFU, JAPAN
NOTE: ALL DIMENSIONS IN M/M

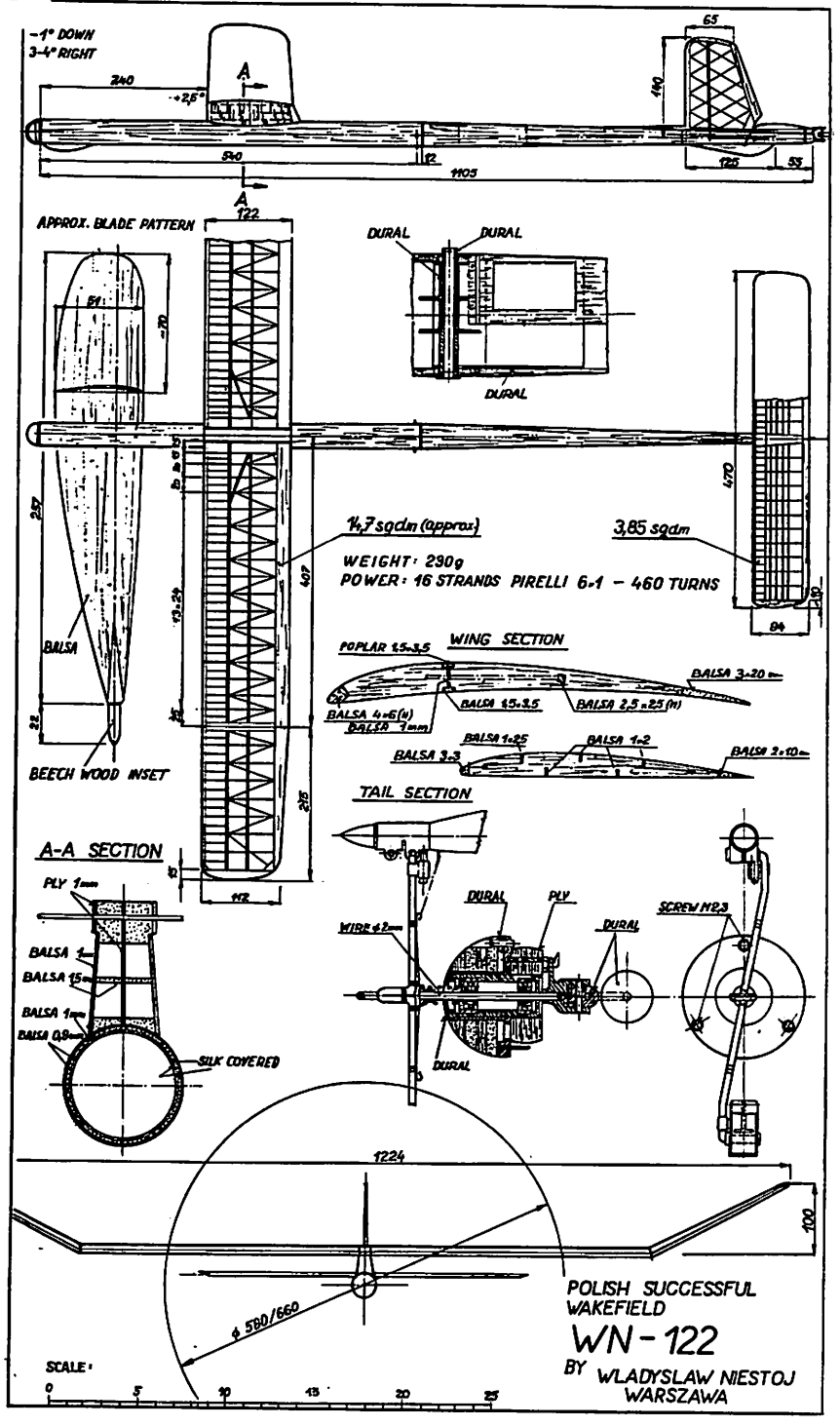

ϕ 590
110
15
2°
Hélice diámetra 590 mm
paso 65 mm.—
16 bandas Pirelli 6×1
aviación y ASTRONAUTICA
trep.: Derecha
Planeo: Izquierda
balsa ahuecada
ϕ 2 acero cuerda piano
dural
acero plata ϕ 3
tornillo W 3/32"
acrilico
rodamiento bolillas 3-10-4
130
Area total 14.95 dm²
208
385
60
ϕ 35
C.G. 60%
ϕ 37
+ 2° 30'
- 2°
120
- 0° 3
235
130
734
530
310
85
88
6×3
2.4
2.5×15
3.2
perfil alar: E.J 30
toda balsa
3×2
2×12
5.4
perfil estabilizador Clark Y 90%
295
235
50
70
16
23
460
fuselaje seccion balsa
4 mm
4 mm
8×8
88
Area: 4.04 dm²
WAKEFIELD 50 GR.
HUGO BENEDINI
ARGENTINA
CAMP. NACIONAL 1966
CAMP. SUD-AMERICANO 1967
I.C

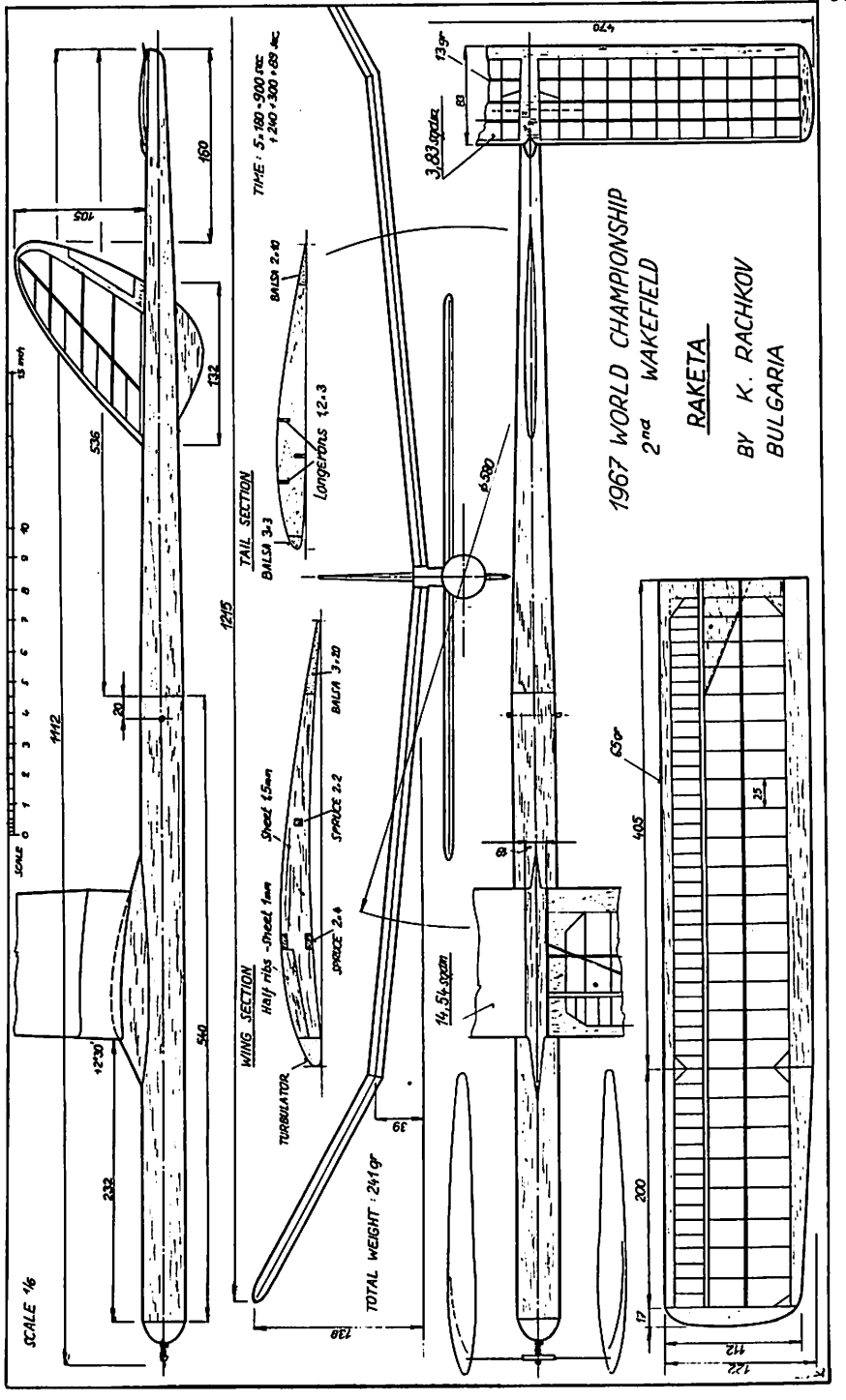

WAKEFIELD-1965
BY:
ROGER GREGORY
KINGS BEACH, CALIF.
CAPITOL CONDORS
M.A.C. SACRAMENTO
6th PL. 1965
WEST COAST
SEMI-FINALS
23:11
AREAS
WING 283 G (FLT.)
STAB 58 (25%)
TOTAL 291 G
NOTE:
WING RIBS
1/32 SHT
1/16 EVERY
4" R.IB
CUT FROM
1/16 SHT:
2 LAMS
1/32 x 1/16
1/32 SQ.
SPR.
2 LAMS
1/16 x 1/8
2 LAMS
3/32 SQ. SPR.
WEB (OP)
3 LAMS
1/16
1/16 SQ.
CUT FRM.
3/32 SHT:
1/32 SHT.
GUSSETS
B-C402-B
1/16 x 5/16
(CUT FROM
1/16 SHT.)
3/32
x 3/4
RIGHT
PWR/GLIDE
2° RT. THRUST
1/2° DN. THRUST
16 STRETCH
PIRELLI
22" DIA
X 22" PITCH
CUT FROM
1/8 SHT:
ALL RIBS
1/32
3 LAMS
1/16
1/32
GUSSETS
TYP FIN SECT:
1/32
BOTH SPARS
1/16 x 1/8
DIAGONALS
TATONE D.T.
SOLID
BALSA
70% C.G.
DRAWN:
R. GREGORY
ALL
2 LBS
1/32
29 1/2
48
10 1/4
3 1/2
5
4 1/2
21 3/4
16 1/4
10
3 1/4
3/4
2 1/2°
0°
A
A
1/8 O.D.
BRASS
SLEEVE
DURAL
BRG. CASE
3/32 DIA.
SHAFT
DURAL
HUB
DURAL
FACE
PLT.
2 5/8
3/4
3/32
SHT.
1 1/2 SQ.
1/4 SHT
SIDES
3/32
SQ.
LNGTHS.
FULL LNGTH.
OF FUSE.
A-A


HALF SIZE
Turbulator
Spruce 4×4
Spruce 2×2
WING SECTION
(Half size)
3×22
8
120
Turbulator
6×3×1.5
TAIL SECTION
2×10
7
82
POWER:
16 STRANDS - PIRELLI 1×6
636
25
595
14,87 sqdm
(58,5 gr)
OH-262
262
700
+3°
WEIGHT 230g
TOTAL WING AREA - 18,7 sqdm
120
1270
123
570 DIA
700 PITCH
127 (5")
683
20
3,83 sqdm
(11 gr)
82
130
14
86
185
468
ø5,5 × 3,3
TIME: 900+240+300+238 sec.
1967 WORLD CHAMPIONSHIP
WAKEFIELD WINNER
MASI 4
BY MIKKO SULKALA
FINLAND
SCALE 1/8
0 1 2 4 6 8 10 12 14 16 inch


SCALE:
0 5 10 15 20 30 40 Inch
100
50
460
1025
285
265
255
55
360
470
15,30 sqdm
3,55 sqdm
FUSELAGE SECTION
410
235
130
WING SECTION
SPRUCE 2×4
B 4×6
B 3×15
B 2×8
B 2,5×11
B2.2
B2.5
SPRUCE 2×2
TAIL SECTION
1230
Ø 570
100
20
1965 CONTEST RESULTS:
CHRUDIM - 803 sec
ROUDNICE - 890 "
W.CH.FINLAND - 829 "
JIČÍN 841 "
ŽEHROVICE 842 "
KOLÍN 900 "
1966 CONTEST RESULTS:
BRATISLAVA 900 "
ŽATEC 900 "
CHRUDIM 872 "
1966 CZECH WAKEFIELD
NATIONALS WINNER
Š-65
BY ANTONÍN ŠIMERDA


1967 World Champs.
representative of Japan
by Kaiichi Kikuki
494, Kamiitabashi-cho
Fushimi-Ku, Kyoto
SPECIFICATION
WING AREA: 14.9 dm²
TAIL AREA: 4.0 dm²
OWN WEIGHT: 194 gr
RUBBER: 4×26 32.5 gr
C.G. POSITION: 75%
MOTOR RUN: 23 sec.
M.B.: MEDIUM BALSA
S.B: SOFT BALSA
X mm: THICKNESS X mm
ALL DIMENSION IN MM
FUSELAGE SECTION
FUSELAGE SEPARATES INTO TWO PIECES
WING SEPARATES INTO TWO PIECES
TAIL TILT 1°
WING +4°
TAIL +1°
FIN: ALL M.B
TAP. TISSUE
CYPRESS
BRASS PIPE
DURAL PIPE
BAMBOO
PIANO WIRE
RIGHT
S.B
M.B
TAIL CLARK Y 8% MOD.
WING E-58 (REF. AERO MODELLER NOV. 1965)


-1° DOWN
3-4° RIGHT
240
+2,5°
A
65
140
540
12
1105
125
55
A
APPROX. BLADE PATTERN
122
DURAL
DURAL
DURAL
64
70
257
BALSA
22
BEECH WOOD INSET
14,7 sqdm (approx)
3,85 sqdm
WEIGHT: 230g
POWER: 16 STRANDS PIRELLI 6-1 - 460 TURNS
470
10
84
407
215
112
WING SECTION
POPLAR 1,5-3,5
BALSA 3-20
BALSA 4-6(u)
BALSA 1mm
BALSA 1,5-3,5
BALSA 2,5-25(m)
BALSA 1-25
BALSA 1-2
BALSA 3-3
BALSA 2-10
TAIL SECTION
A-A SECTION
PLY 1mm
BALSA 1
BALSA 1,5
BALSA 1
BALSA 0,8
SILK COVERED
WIRE 4,2
DURAL
PLY
DURAL
DURAL
SCREW M2,3
1224
100
ϕ 580/660
SCALE:
0
5
10
15
20
25
POLISH SUCCESSFUL
WAKEFIELD
WN-122
BY WLADYSLAW NIESTOJ
WARSZAWA


160
105
132
536
1245
1112
20
540
232
SCALE 1/6
TIME: 5,180-900 sec
+240+300+89 sec
624
13gr
3,83 sqdm
BALSA 2-10
Longerons 1,2-3
TAIL SECTION
BALSA 3-3
WING SECTION
Half ribs - Sheet 1mm
Sheet 1,5mm
SPRUCE 2,2
SPRUCE 2,4
BALSA 3-20
TURBULATOR
39
TOTAL WEIGHT: 241gr
14,5 sqdm
139
1967 WORLD CHAMPIONSHIP
2nd WAKEFIELD
RAKETA
BY K. RACHKOV
BULGARIA
63gr
405
35
200
17
112
122