

Willis C. Brown

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MODEL AVIATION

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THE AMERICAN ACADEMY FOR MODEL AERONAUTICS



The Wakefield International Trophy

PRESENTED BY SIR CHARLES WAKEFIELD IN 1927

STORY ON PAGE 6

INTRODUCTION

This first issue of MODEL AVIATION, besides introducing itself, is intended to call attention to the new American Academy for Model Aeronautics. This organization will take definite form during the National Championship Model Airplane Meet in Detroit. Officers will be elected and committees are to be named. We believe that a new day for model aeronautics has arrived.

MODEL AVIATION takes pride in its connection with this worthy movement. We hope that in the months to come this publication will be able to fulfill adequately its obligation as the official journal of the Academy.

The science and art of model aeronautics deserves most careful and serious consideration. It will be the endeavor of MODEL AVIATION to cover all phases of the field, including organization, representation, scientific research, international cooperation, contest activities, technical development, and general news.

Organization which will give the model flyers representation is necessary. We believe in the principle "of, by and for the members". We are confident that the Academy will accomplish that.

Scientific research is imperative for model aviation to progress. The individual expert has done much research work in the past which has never found its way into print. It is the intention of this publication to coordinate and publish individual research reports by Academy members.

International cooperation is especially necessary now that the F.A.I. has recognized model aircraft records. This publication will gather from all available sources and publish noteworthy foreign developments and improvements.

Contest activities will be covered by publication of a calendar of all N.A.A. sanctioned contests and the results of these. Also the official N.A.A. and F.A.I. lists of records will be published.

Technical development of model aircraft is fairly constant but has been hampered by a lack of able direction and suitable facilities. One of the projects of the Academy is a slow speed wind tunnel. MODEL AVIATION will publish results of the Academy's experiments.

General news from all parts of this country and foreign lands will be gathered from member correspondents. This will give our readers more general model aviation news than could be covered in any other way.

Naturally it is going to cost something to publish this material and the cost will have to be borne by the readers. Just how much this will depend on many factors. This issue is being mailed to a selected list as a means of introduction. The next issue will go into the matter of subscription rates.

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THE AMERICAN ACADEMY FOR MODEL AERONAUTICS

STATEMENT OF PURPOSE

A number of the country's outstanding model aircraft enthusiasts are forming a regular N.A.A. chapter. This group will consist of sincere builders and flyers, club directors, sponsors and patrons of the sport. The chapter group will act as a Council to direct and supervise the contest and research activities of the many expert model flyers. The entire organization will be known as The American Academy for Model Aeronautics. The Academy will be a strictly non profit enterprise.

Organization meetings will be held by the Council in Detroit during the 1936 National Championship Model Airplane Meet. A complete policy will be formulated during these meetings. An announcement of the results of these sessions will be featured in next month's issue of this publication.

The expert builders' group is at present without definite national status. It is expected that this expert group in the Academy will number approximately two thousand within the first year and may eventually reach a maximum, after a few years, of as many as ten thousand members. It is anticipated that membership will be based on demonstrated performance ability. Just what these requirements are will be decided during the Detroit meetings.

Thus the experts will have their own organization set up according to recognized need and free from any commercial connections. The organization would be self sustaining and self governing. It will have its own monthly publication of articles and news items contributed by members, published under the supervision of the Council. It would not act in conflict with any present organization or publication but would rather serve as a means for obtaining information that is not available now.

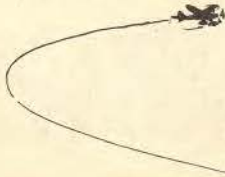
By requiring that all members of the Council be regular N.A.A. members, that Association would always be assured of close cooperation by the Academy. It is a recognized fact that all contest activities should be under N.A.A. sanction. Now that the Federation Aeronautique Internationale has recognized model records this sanction requirement offers added importance. The Secretary of the N.A.A. Contest Board would be an ex-officio member of the Academy Council.

Much of the foundation work has already been completed. Interested model plane leaders discussed the plan during the 1935 National Meet in St. Louis and have since agreed to carry out the organization. Nothing is being done hastily and no definite policies will be adopted except by deliberation at the Academy organization meetings. There is enthusiastic interest and support of a large number of leaders, insuring a successful launching of the plan.

The Council is not limited as to age. The chief requirement for membership on the Council is a clearly demonstrated interest in and past service to this fine scientific hobby. Various committees will be named within the Council to make definite recommendations. All who have heard of the plan express the belief that it is the very thing which the model game has long needed.

In many respects the Academy will be quite similar to the Soaring Society which is the directing organization for gliding and soaring in America. We all recognize the fine work that has been done by this group and there is a great deal of inspiration in their example for us in the model plane field.

Among the leaders who have already signified their desire to become members of the Academy Council are Captain Willis C. Brown, Mr. Ernest A. Walen, Torrey Capo, Mr. Victor Fritz, Bruno Marchi, Mr. C. E. Carmichael, Mr. Jesse Bieberman, Hewitt Phillips, Frank Zaic, Lawrence Smithline, Lieut. H. W. Alden, Mr. Percy Pierce, Mr. H. M. Jellison, John Young, Gordon Light, Carl Lidberg, Mr. Bertram Pond, Mr. H. T. Sommers, and Bill Enyart.



1936 NATIONAL MEET IN DETROIT

The 1936 National Championship Model Airplane Meet is to be held in Detroit during three days of flying, June 30 to July 2. There will be two days of outdoor flying and one day of indoor flying. June 29 will be turned over to registration of entrants and sightseeing. After the Meet is finished, one day, July 3 will be devoted to inspection of some of Detroit's industrial and aviation activities. A very comprehensive program of events has been arranged.

The Aviation Department of the Detroit Times will sponsor the Meet. Many of Detroit's civic organizations and commercial organizations are assisting in making this one of the best National Meets ever held. The chief load of directing the meet will be carried by Mr. H. S. Walesby, Aviation Editor of the sponsoring newspaper.

Advance indications point to an attendance of more than four hundred contestants from coast to coast and from border to border. Foreign countries are to be liberally represented. Great Britain is to have a team of six entrants in person. Canada will be represented by approximately forty. Entries have been promised from Australia and New Zealand. France, Germany, Italy and possibly a number of other countries expect to compete.

The regular events are on the program: outdoor stick models, cabin fuselage models, rubber powered and gasoline engined models. A new contest has been arranged, one for radio controlled models. There will be the regular indoor contests for rubber powered stick models and cabin fuselage models. The customary trophies are up for contest. These include the Mulvihill, Texaco, Bloomingdale, two Stout trophies, Balfour, Springfield, Moffett, Model Airplane News Trophy. The Lord Wakefield Trophy, having been brought back to this country last year by Gordon Light, is on the schedule. The Detroit Times is offering a new trophy to stimulate competition.

The sponsors have provided an excellent entertainment program. There will be swimming, baseball, movies, river boat ride, amusement park, lunches and the traditional banquet. Workshops will be provided for those contestants who have repairs to make and finishing touches to apply to their models. Transportation to the flying field has been provided. There simply isn't anything left out of the picture that has a proper place in it.

Meet headquarters will be the handsome Book-Cadillac Hotel. Special rates of \$1.50 per day for each contestant and official are being offered. The registration desks will be in the hotel. As far as possible, all contestants will be housed close to each other. Many old friendships and acquaintances will be renewed. There will be an air of hospitality about the Book-Cadillac that will long be remembered.

The outdoor contests will be held on Wayne County Airport. This large and well equipped field is one of the best in the country for staging a successful model plane meet. It is far from the river and lake and is surrounded by excellent roads to make pursuit of far flying models easy. Plenty of uniformed U.S. Air Service cadets and officers are to serve as timers and officials. There are to be airplanes for following distant travelling models.

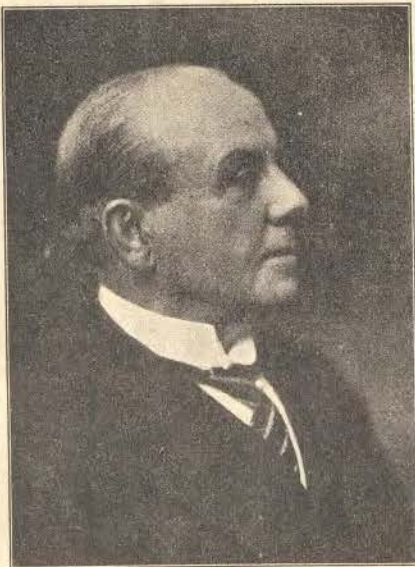
Olympia Auditorium is to have the indoor events. This spacious building has a ceiling height of one hundred feet. It has been the scene of many of the large model plane events and is the best building for this purpose in that part of the country.

General Chairman of meet arrangements is Lieutenant Colonel Ralph Royce, Commanding Officer of Selfridge Field. The field managers for the meet will be Lieutenant Charles F. Greber, U.S. Navy, Commanding Officer of Grosse Isle Naval Air Base, and Mr. H. H. Strickland, Vice-President of National Air Service. As has been customary, the N.A.A. will be represented by H. W. Alden.

Complete information and entry blanks may be obtained by application to Mr. H. S. Walesby, Aviation Editor, Detroit Times. Be sure to enclose an addressed and stamped envelope with your request. Better use a large envelope, too, as the folder is a big one. And don't wait until too late. Entries close on Saturday, June 27.

It doesn't matter what your specialty is, there is an event on the National Meet program that will give you a chance to fly the sort of model that is your preference. The contest rules are wonderfully open and without restriction. An opportunity is offered to all ages of contestants as well. Get your models into flying shape and shape your course toward Detroit so as to arrive there June 29.

A MESSAGE FROM THE VISCOUNT WAKEFIELD

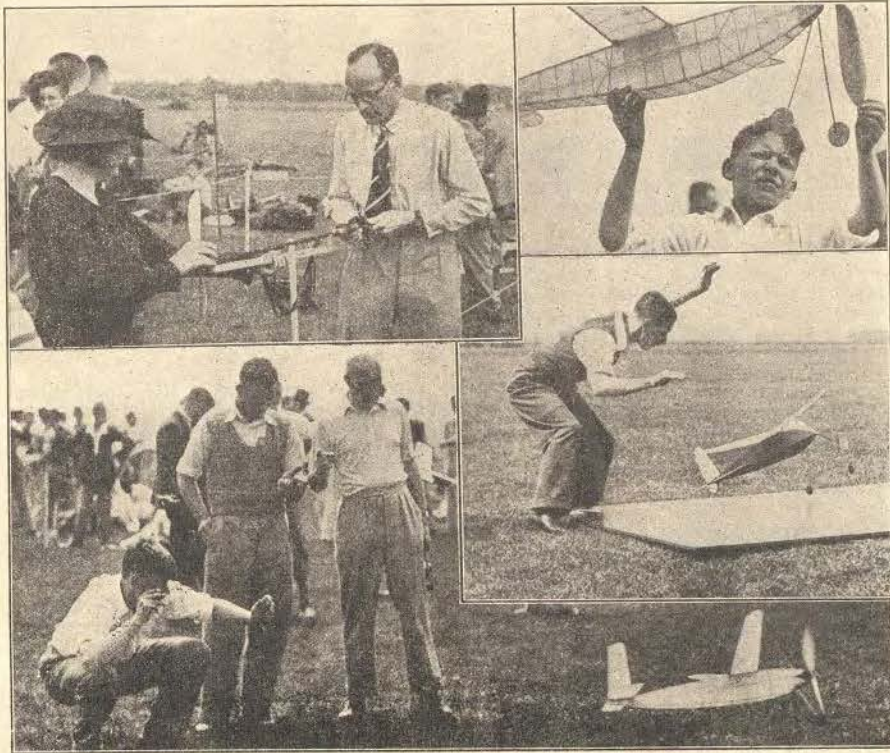


Wakefield House,
Cheapside,
London, E.C.2

On the occasion of the forthcoming eliminating trials for the selection of the British Team to compete in the United States for the "Wakefield Trophy" I appreciate the Editor's kind invitation to send a personal message of good wishes.

Believing as I do that the Model Aeronautical Movement in this country is of great value in the development of British Aviation, I naturally hope that the British Team will crown itself with glory in America and return with the Trophy which bears my name. The members of the British Team may be assured of a generous welcome from our friends on the other side and of an enjoyable and keenly contested meeting. I gladly send my warmest wishes for their triumphant success.

*Wakefield
of the*



SOME GLIMPSES OF THE WAKEFIELD TRIALS - Top left, Mr. Allman assisted by Mrs. Allman using a motor stick; top right, Alwyn Greenhalgh who placed second; middle right, S.R. Crow "conducting" a take-off; and bottom, L.S. Wigdor "putting the flurence" on his model.

THE WAKEFIELD INTERNATIONAL TROPHY

The Wakefield Trophy was presented by Sir Charles Wakefield in 1927 to the Society of Model Aeronautical Engineers, the official body governing Model Aeronautics in Great Britain. The trophy is pictured on the front cover of this issue of MODEL AVIATION.

The Wakefield Contest is held annually in the country which holds the trophy and is one of the most important international model plane contests. Each country may enter a team of six. Each model is allowed three flights and is timed by observers who, under S.M.A.E. rules, do not follow the model. Prior to 1934 the best flight of the three permitted was taken as the flight time but during that year and subsequently, the average duration of the three flights has been taken.

In the 1935 Contest which was held in England, an American model won. The builder is Gordon S. Light of New York University. Thus the 1936 Contest is to be held in the United States as one of the events on the program of the National Championship Meet. The date set for the Contest is July 1. American and Canadian teams are to be selected by eliminating trials the day before. There will be only five Americans selected as the present Trophy holder is automatically a member.

A British team of six with a manager and two officers of the S.M.A.E. has been selected. This party of nine has booked passage on the Aquitania which is arriving in New York on June 26. The National Aeronautic Association and the New York Chapter of the English Speaking Union have arranged a program for the entertainment of our British visitors during their two day stay in New York, enroute to the Nationals in Detroit.

The British Trials were held on Fairey's Aerodrome near London, May 17th. The day was one of perfect weather, 123 entrants and excellent flying. The six winners who constitute the British team are:

1st	J. B. Allman	Midland Flying Club	age 33	4m 28.3s	average
2nd	A. Greenhalgh	Lancashire " "	11	3m 40.5s	" "
3rd	D. Fairlie	Wembley " "	18	3m 35.0s	" "
4th	H. A. Jones	North Kent " "	13	2m 46.9s	" "
5th	A. A. Judge	T. M. A. C.	19	2m 36.8s	" "
6th	R. Copland	Northern Heights " "	18	2m 23.6s	" "

Mr. B. K. Johnson, Chairman of the S.M.A.E., has been appointed as manager of the team. Mr. Harry York is making the trip as press representative and Mr. J. C. Smith, S.M.A.E. Competition Secretary is the ninth member of the party. They plan to sail from New York back to England on July 5th.

The S.M.A.E. undertook to establish a fund to cover the cost of sending a team to this country. Lord Wakefield headed the subscription list with a very generous donation of two hundred pounds. Mr. C. E. Fairey followed with twenty pounds and thus the fund was given a healthy start. Member clubs and individuals have helped until the fund reached proportions large enough to insure the team's trip.

The British team is bringing six models belonging to fellow members for entry in the Moffett Contest. They have been invited to enter any of the contests on the program. It is understood that some of the party have been successful in gasoline powered model flying and there is a possibility that they may enter the Texaco Contest.

The eliminating trials for the Moffett Contest were held at the same time as the trials for the Wakefield. The six S.M.A.E. members who are sending their models over for the Moffett Contest are:

1st	H. Simmonds	3m 19.7s	best flight	These six will send models to be flown by proxy by the British team of entrants who are coming to the United States. In this way there will be twelve British entries
2nd	A. Worley	1m 57.0s	" "	
3rd	W. Worden	1m 46.0s	" "	
4th	A. Gibson	1m 45.5s	" "	
5th	G. Merrifield	1m 44.0s	" "	
6th	H. Francis	1m 42.4s	" "	

Quoting a letter from England, "I can assure you we are coming over full of enthusiasm and with the purpose of winning the Wakefield Cup back and bringing back the Moffett Trophy too, if we possibly can!! (Please excuse my optimism!)." There is no doubt about the serious intent of our British friends so it will behoove the American and other teams to look out.

Other foreign entries are expected from New Zealand, Australia, Germany, France, Italy, and possibly others. A general invitation was extended to most all foreign countries by the National Aeronautic Association.

(Wakefield Trophy photo from THE MODEL AEROPLANE CONSTRUCTOR)

WAKEFIELD CONTEST WINNERS

First contest held in 1928.

1928	Great Britain	T. H. Newell, London Club	52.6s
1929	" "	R. N. Bullock, London S.M.A.E.	1m 10.4s
1930	United States	Joseph H. Ehrhardt, St. Louis, Mo.	2m 35.0s
1931	" "	" " " " " " " "	4m 24.8s
1932	" "	Gordon S. Light, Lebanon, Penna.	7m 57.2s
(This was disallowed because the contest was held two months later than the date agreed upon)			
1933	Great Britain	J. W. Kenworthy, Lancashire M.A.S.	5m 21.0s
(The above flight times are the best each year of three flights. In 1934 and subsequently the average of three flights was taken)			
1934	Great Britain	J. B. Allman, L. & W. M.A.S.	1m 51.8s
1935	United States	Gordon S. Light, New York University	2m 30.0s

Gordon Light's
Winning Wakefield
Model



WINNER 'CONQUEROR'
WAKEFIELD CUP 1933

GREETINGS TO THE BRITISH TEAM!

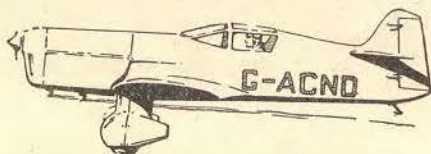
Welcome to America! We are mighty glad to have you with us to compete in friendly rivalry in our beloved hobby. We hope that after it is all over this year and you have heard our last vocal farewell, you will be able to look back in retrospection and say, "We are glad we made the trip and it has been worth while."

We hope that you and we may learn much of benefit by our meeting. Your ways are not necessarily our ways. Many of our methods may seem strange to you. But there is good in all things and by an exchange of ideas and a comparison of thoughts we can all derive benefit.

Each one of us feels honored by having this opportunity of meeting you. May there grow out of our meeting a lasting friendship. May the best interests of international model aviation be enhanced. And may the best team win.

We promise you that we are intent on observing the highest order of good sportsmanship. You are assured of our desire to offer you the best of good fellowship. We ask that you tell us what we can do to make your visit to our country more enjoyable.

May your days with us be happy, care-free and untroubled except when you try to win back the Wakefield Trophy!



OFFICIAL NATIONAL MODEL AIRCRAFT RECORDS

Approved by the Contest Board of the N.A.A. through May 30, 1936.

INDOORS

STICK MODEL AIRPLANES

Hand-launched

	CLASS B		
Junior:	Roy Carlson	Springfield, Mass.	16m 45.6s
Senior:	Wilbur F. Tyler	Boston, Mass.	20m 50.1s
Open:	William Latour	Philadelphia, Pa.	15m 17.8s
	CLASS C		
Junior:	John S. Stokes, Jr.	Huntingdon Valley, Pa.	20m 53s
Senior:	Mayhew Webster	Philadelphia, Pa.	23m 12.2s
Open:	Carl Goldberg	Chicago, Ill.	23m 29.3s

STICK MODEL AIRPLANES, R.O.G.

	CLASS A (Baby ROG)		
Junior:	William Wert	Philadelphia, Pa.	10m 26.4s
Senior:	Merrell Malley	Atlantic City, N.J.	10m 56.4s
Open:	Joseph Matulis	Chicago, Ill.	9m 59s
	CLASS B		
Junior:	Bruce Mackler	Atlantic City, N.J.	10m 22s
Senior:	Mayhew Webster	Philadelphia, Pa.	16m 33s
Open:	William Latour	Philadelphia, Pa.	14m 02.8s

STICK MODEL AIRPLANES, R.O.W.

	CLASS A		
Junior:	William Wert	Philadelphia, Pa.	7m 19.4s
Senior:	Bruno Marchi	Medford, Mass.	6m 22s
Open:	Georgevin Becksted	Chicago, Ill.	5m 38.2s
	CLASS B		
Junior:	William Wert	Philadelphia, Pa.	9m 27.6s
Senior:	Mayhew Webster	Philadelphia, Pa.	11m 55s
Open:	William Latour	Philadelphia, Pa.	13m 15s

GLIDERS, Hand-launched

	CLASS A		
Junior:	M. Hugelot	Chicago, Ill.	34.6s
Senior:	Wallace Simmers	New Lenox, Ill.	43.6s
Open:	Joseph Matulis	Chicago, Ill.	38.8s
	CLASS B		
Junior:	Robert Gelbard	Chicago, Ill.	49.2s
Senior:	Wallace Simmers	New Lenox, Ill.	58.4s
Open:	Carl Goldberg	Chicago, Ill.	47.5s

AUTOGIROS

Junior:	Raymond Steinbacher	Ridgefield, N.J.	57.2s
Senior:	Alton H. DuFlon, Jr.	Ridgefield, N.J.	2m 01.2s

CABIN FUSELAGE MODELS, R.O.G.

	CLASS B		
Junior:	Robert Jacobson	Philadelphia, Pa.	10m 44s
Senior:	Charles Heintz	Philadelphia, Pa.	13m 12.2s
Open:	Georgevin Becksted	Chicago, Ill.	11m 26s
	CLASS C		
Junior:	John S. Stokes, Jr.	Huntingdon Valley, Pa.	15m 05.6s
Senior:	John Haw	Philadelphia, Pa.	17m 14.8s
Open:	William Latour	Philadelphia, Pa.	12m 31.8s

CABIN FUSELAGE MODELS, R.O.W.

	CLASS B		
Junior:	John S. Stokes, Jr.	Huntingdon Valley, Pa.	3m 23s
Senior:	Sidney Axelrod	Chicago, Ill.	6m 32.2s
Open:	William Latour	Philadelphia, Pa.	5m 42s

OUTDOORS

STICK MODEL AIRPLANES

Hand-launched

	CLASS C		
Junior: Junior Dague	Tulsa, Okla.	21m 04s	
Senior: Harry Cornish	Denver, Colo.	61m 09s	
Open: Joseph Frady	Tulsa, Okla.	27m 07s	
	CLASS D		
Junior: Fred Skafec	Akron, Ohio	8m 21.6s	
Senior: Daniel Clini	Springfield, Mass.	38m 50s	
Open: C. M. Miller	Akron, Ohio	11m 20.5s	

GLIDERS

Hand-launched

	CLASS B		
Junior: Waltner Weitner	New York, N.Y.	46.5s	
Senior: Walter Farynyk	New York, N.Y.	1m 02s	
Open:			
	CLASS C		
Junior: Marx Brook	Brooklyn, N.Y.	19.5s	
Senior: Henry Struck	New York, N.Y.	2m 13.5s	
Open: James McPheat, Jr.	Jackson Heights, N.Y.	31.5s	

GLIDERS

Tow-launched

	CLASS C		
Junior: Marx Brook	Brooklyn, N.Y.	43.5s	
Senior: Bob File	Columbus, Ohio	23m 13s	
Open:			
	Class D		
Junior: Paul Durup	Boston, Mass.	57.8s	
Senior: Dick Everett	Elm Grove, W.Va.	2m 38s	
Open: Roland Buhrig	Canastota, N.Y.	1m 18s	
	CLASS E		
Junior:			
Senior: Jack Smith	Dayton, Ohio	1m 23.4s	
Open:			

AUTOGIROS

Junior:		
Senior: Ralph Kummer	St. Louis, Mo.	2m 06s
Open:		

CABIN FUSELAGE MODELS, R.O.G.

	CLASS C		
Junior: Fred Smith	Denver, Colo.	27m 40s	
Senior: Robert Cahill	Indianapolis, Ind.	33m 00s	
Open: Georgevin Becksted	Chicago, Ill.	39m 30s	
	CLASS D		
Junior: Alan Starr	Atlantic City, N.J.	5m 41s	
Senior: William Ying	Rosebank, S.I., N.Y.	41m 19s	
Open: William Atwood	Glendale, Calif.	13m 14s	
	CLASS E (Gasoline powered)		
Senior: Joseph Kovel	Brooklyn, N.Y.	64m 40s	
Open: C. M. Miller	Akron, Ohio	29m 11s	

The Contest Board of the National Aeronautic Association has announced its policy regarding model plane records. The board will issue new record listings every two months. Reports received which indicate that new records have been established will be held for a 60-day period before final homologation and issuance of record certificates. It is considered that if no protest is received on the new record achievement during that period, the performance may stand unquestioned.

Once more, as is their custom, the Jordan Marsh - Boston Traveler Junior Aviation League staged a completely successful annual indoor classic when the New England Championships were held in Boston on Saturday, June 6. The outdoor events were held the following day and the results of the outdoor flying have not reached us. The indoor session produced eight new Boston records.

The annual banquet was a part of the Saturday program. The J.A.L. editors of the club paper "WING OVERS" put out a special edition called "LEFT OVERS" and distributed it at the banquet. The following material is taken from this special edition.

STICK MODELS, R.O.G.

1. Torrey L. Capo	12 02 *
2. Hewitt Phillips	10 20
3. Leslie Woodman	9 53.4
4. Bruno Marchi	9 12.2
5. Daniel J. Clini	7 28.3
6. Wilbur Tyler	7 18.6

STICK MODELS, Hand-launched.

1. Hewitt Phillips	14 38.4*
2. Wilbur Tyler	14 24.5*
3. Bruno Marchi	12 57.4
4. Leslie Woodman	11 09
5. Ralph Brown	11 00 *
6. Irving Sherman	10 42.4

FUSELAGE Models R.O.G.

1. Daniel J. Clini	9 08 *
2. Stephen J. Sardella	8 36.5
3. Richard K. Stuart	8 09
4. Bruno Marchi	7 52
5. Jack Golden	7 51 *
6. Levy Walba	7 00

GLIDERS, Hand-launched.

1. Bruno Marchi	42.2*
2. Hewitt Phillips	33.2
3. Everett Tasker	32.0*
4. Torrey L. Capo	31.6
5. Leslie Woodman	31.0
6. Stephen J. Sardella	30.4

* Denotes new Boston record.

WITTICISMS from "LEFT OVERS". When asked for his secret recipe for the banquet main course, the chef confided: "There is no recipe, the stuff just accumulates!" Marchi's promise to be on time carries a lot of wait. ***** DEFINITIONS: A prop is something you look for while the rubber deadens. Tyler says, "Poets are born, that's the trouble!" The Everett egg insists: He who laughs - lasts. It's always swear weather when model builders compete together. ***** How the lads were yelling around 3:59 for just one more flight. They certainly were putting all their begs in one ask it. And remember, Mr. Judge, whenever they tell you what a fine fellow you are - flattery is soft soap, and soft soap is 90% lye. Which can be followed with the remark: A contestant's greatest asset is his lie ability. Our theme song this evening should be "The Bottle Hymn of the Republic." ***** A BORE is a builder who, when you ask him if he's ever gotten any good flights, tells you. His friends call it madness but he calls it MODEL BUILDING. ***** YOUNG: brat suffering from inferiority complex. MANY A MODEL BUILDER'S SHOP: Opened by mistake. ***** Speaking of UNEMPLOYMENT: the average model builder has 12,000,000,000 brain cells. ***** STATISTICLY SPEAKING: if all the model builders were laid end to end, a steam roller would come in handy. ***** A true model builder always looks upon a new design in two ways: Either it is not worth keeping, or it is too good to keep. ***** Captain Brown interrupts to say, "I had already done 14 minutes unofficially, when on my first official flight the model got caught on a light. Would you like me to tell you about it?" No, NO, 1,000 times NO!! ***** Clini came clean from Springfield; and let's see you make something of that.

There is more and more of similar material in LEFT OVERS. We regret that space does not permit quoting more.

CHICAGO CITY-WIDE MODEL AIRPLANE CONTEST
 CONDUCTED BY
 CHICAGO PARK DISTRICT ---- CRAFT SECTION
 JUNE 13, 1936

Frank Nekimken informs us of this event held on Chicago Meadows Golf Course and conducted by Mr. B. C. Friedman and assisted by, among others, Carl Goldberg. This goes to press before the results have been received.

The events: Class "B" Glider, Hand-launched: Outdoor Stick Model, hand-launched: Outdoor Fuselage Model, R.O.G.: Tandem Plane Contest. A most interesting program, we call it.

It is noteworthy to run across Carl Goldberg's name as one of the officials of a meet. He has been doing some active officiating in Chicago and has a group of Chicago "Aeronuts" now. Frank Nekimken is another oldtimer who has gone on with his model work. It was not so many years ago that his name appeared in the National's line up.

11

NEWS FROM FOREIGN CORRESPONDENTS

Vernon B. Gray of Auckland, New Zealand, writes "This is to let you know that the New Zealand Model Airplane Association has given me permission to send my entry to your country for the 1936 Admiral Moffett Contest. There will be some more entries I think, in fact at present I'm trying to interest some of the other chaps of New Zealand to compete." Good luck, Vernon! It is recalled that in last year's Moffett Contest, Vernon Gray placed seventh.

Mr. B. K. Johnson, the chairman of the S.M.A.E. and the team manager who is looking after the British Wakefield team, writes, "I am indeed sorry to hear it is impossible to hold the National Meet at Akron, as we (over here) have always envied you the facilities of the airship shed at Akron for indoor flying. However, we will be sailing from Southampton on the Aquitania on 20th June arriving in New York on the 26th. An outline of our plan at the moment is to spend say two days in New York, then on to Detroit on the 29th until 3rd July, back to New York and to embark again on the 4th July. ***** I have been having some excellent and reliable flying with my petrol-driven model lately, controlling length of flight to two or three minutes by a delayed-action switch on the ignition, preventing the machine from disappearing altogether!!!"

L. S. Wigdor of London, England, has this to say, "I am enclosing the original plans for the development of my first gas job. Unfortunately work has not gone forward on the finally planned job. Calculations have shown that the model in the original plans has too small a stabilizer, too short a nose, and certainly too much lateral area up front. Of course the really interesting piece of calculation is the positioning of the thrust line. The latter calculations on my first gas job were so hectic that my slide rule developed a squint. I am, therefore, postponing production. Myself, being particularly lazy, I have confined my gas job, now under construction, to the orthodox tractor parasol type. I am trying out some of my own theories in this design, including a high aspect ratio wing and an engine mounted on rubber; vibration due to the motor seems to dog my aeronautical footsteps." Mr. Wigdor is an interesting correspondent and we hope to hear more from him.

Sidney, Australia, is heard from when Mr. Alan D. Brown writes, "Any information that you require on Model Aeronautics in Australia I can let you have and it would be a pleasure to supply it. I hope to be a member of Australia's Wakefield Cup team this year. You will have to look out this year as our conditions here are much the same as yours and out times, outdoors, are also as good as yours."

Paul de Neck, President of Réseau Belge, a section of the International Amateur Radio Union, writes from Brussels, "Being an old ham myself in model airplanes, having made my first flying box in 1912 or so, I took much pleasure in renewing my knowledge in slow aerodynamics and general ideas of nowadays. Having devoted all my spare time just now to short wave ham radio, I came back to air kits only when balsa wood became known in this country a few months ago; thus I am now in this game and should be pleased to learn a bit of working procedure."

Fred Stevens writes from Launceston, Tasmania, "Your indoor flying makes my head swim. I've never done any of that sort yet - we have no where here to fly them so it of no use working on them, eh wot!!! Anyway, I always do my best to try and understand the articles."

William R. Hunt, of Vancouver, British Columbia, an experienced builder of many models, writes, "I don't say I am against geared motors; it's just the general opinion. What we certainly do need is something to conserve that first splurge of power, and if gears can be made to do this effectively, I'm all for them, however I'm still a bit skeptical as to whether they will do this. The idea of some sort of governor has haunted me for years. I agree that a big prop and low power is bad medicine on gusty days, but somehow I'd rather increase the power than use a smaller prop. There are two ways of looking at model aircraft building: as a hobby or pastime; or as a logical system, capable of being put on a scientific basis. Earlier in my youth so to speak, I strove valiantly to find some scientific justification for model aircraft, but now, clothed in the alleged wisdom of age and experience, I realize that such a justification is quite unnecessary. More than that, I begin to think that altho it is capable of being treated in a highly scientific manner, such a treatment is rather futile, having about as much application to practical things as has the study of cosmic rays. I like to build me models by instinct and for the fun of it. They are a means of expressing myself." We believe that Mr. Hunt finds lots of pleasure in his model building and flying. We know that he has met with a degree of contest success as well.

MODEL AVIATION, in keeping with its policy "of, by and for its readers", wants to make its pages an open forum for the expression of opinions, ideas, suggestions, and constructive criticisms.

Scientific articles, plans of exceptional models, unusual photographs, and other material tending to promote the progress of model aeronautics, is welcomed. Plans may be merely rough sketches but accurate and complete dimensions are requested.

The publication of scientific articles is dependent on evidence of factual demonstration. Theories are welcome but we feel that model builders and flyers want a lot more of proved fact than unproved theory.

Let us know what is going on in your town or city. We want to present personalities so that we may all know each other better. New ideas of stimulating interest are better shared with our fellow model aviators than kept under cover. Let's all pull together and make MODEL AVIATOR a real contributor to the broad subject of model aeronautics.

Until conditions warrant, contributions must be gratuitous.

MODEL AVIATION is indebted to the BULLETIN of the MODELE AIR-CLUB de France for the French plans reproduced in this issue.

A recent article in one of the BULLETINS remarks, "The elements of the indoor models sent to the exposition by the Americans, astonished everyone because of the method of construction, outdoing in lightness everything that one could have raved about. This beautiful work, as it merits, was examined and admired by everyone. The session ended in admiration of the propellers, forms, dimensions, calculation of pitch, etc.

CARACTERISTIQUES.

AILE -

SURFACE : 41 dm²
 PROFIL BICOINVEKE (GÖTTINGEN 410. -
 SYMMETRIQUE : EPAISSUR. 13,5%
 ALLONGEMENT : 7,7.
 INCIDENCE : 2°.
 DIEDRE : 13°.

EMPEN. HORIZONTAL

SURFACE : 10 dm².
 INCIDENCE : -1°.

DERIVE -

SURFACE : 4,5 dm²

CENTRAGE
 23 % -

HELICE.

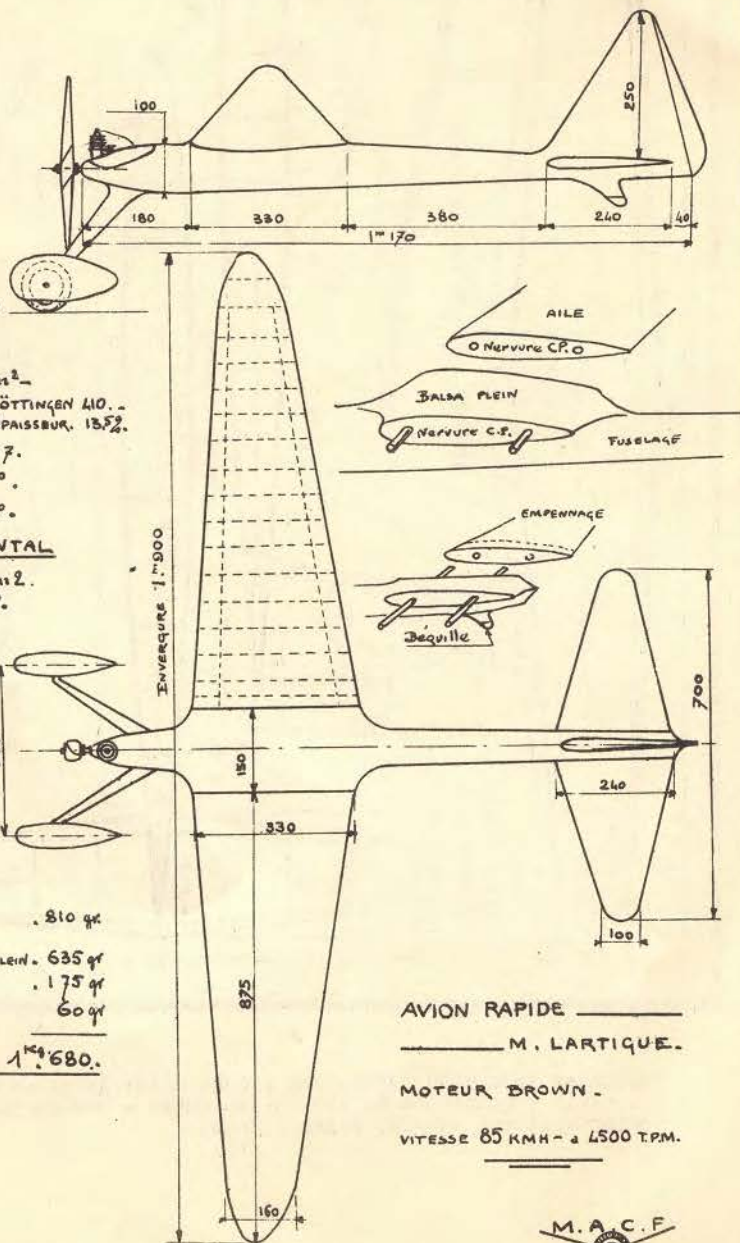
DIAMET. 360%
 PAS. 270%.

POIDS.

FUSLAGE - AILE -
 EMPENNAGES - . 810 gr
 MOTEUR - 2 PILES
 HELICE - RESERVOIR PLEIN. 635 gr
 TRAIN - ROUES - . 175 gr
 PEINTURE - VERNIS. 60 gr

TOTAL : 1^{kg} 680.

PLANCHE . 15/12 .



AVION RAPIDE _____

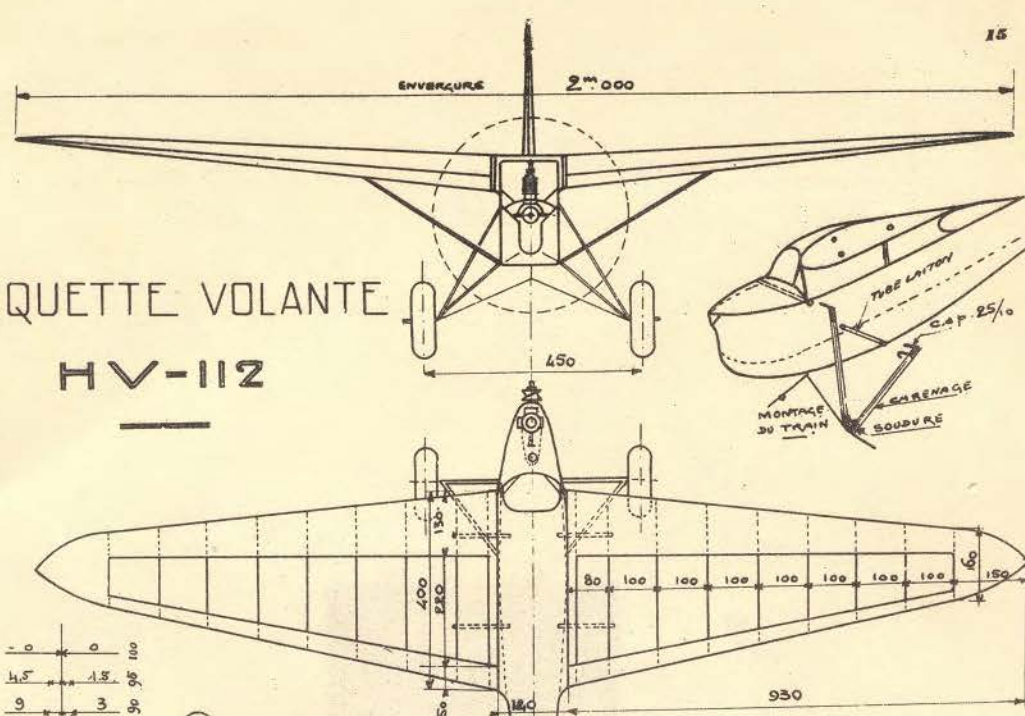
_____ M. LARTIQUE.

MOTEUR BROWN.

VITESSE 85 KM/H - a 4500 T.P.M.

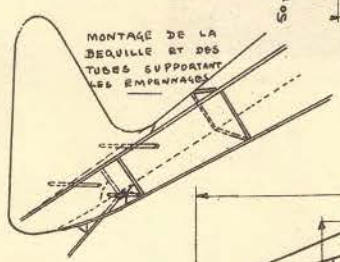


MAQUETTE VOLANTE HV-112

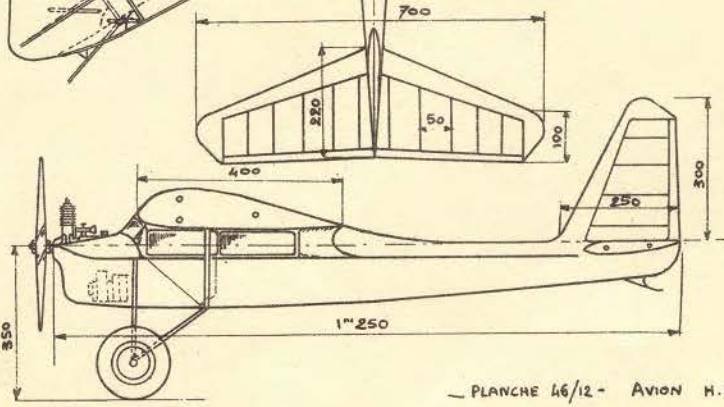


COTES DU PROFIL DAILE - COORDONNEES g -

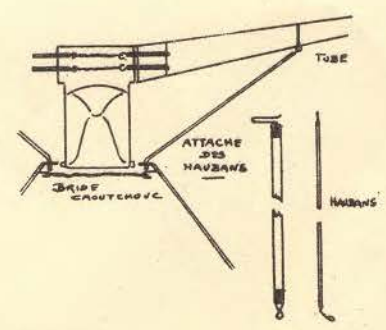
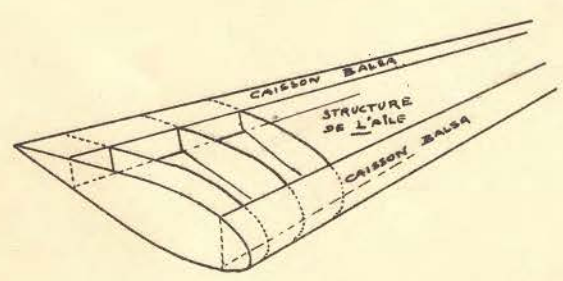
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4,5	1,5	98
9	3	90
17,6	5,8	80
25,9	8,6	70
33,5	11,1	60
40,2	13,3	50
45	15,1	40
47,6	16	30
47	15,1	20
44	15,2	
37,5	14,2	
33	13,3	
27	12	
18	9,9	
15	7	
12	5,1	



MOTEUR "BROWN"



- PLANCHE 46/12 - AVION H. VARACHE -





Frank Zaic's 1935 Wakefield Entry