

THE WINNING OF THE 1935 WAKEFIELD TROPHY

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A refreshing account that guarantees reading enjoyment for all modelers.
It's not a construction project but the plans will please any red-blooded old-timer.

THE FIRST semi-serious go at the Wakefield Trophy was in 1931 at Dayton, OH, at the Fourth National Contest of the Airplane Model League of America, June 29 and 30, 1931. Flying was done at Wright Field and the events were sponsored by the Materiel Division of the U.S. Army Air Corps. Joseph Ehrhardt of St. Louis defended the Wakefield which he had won the year before in England. He won \$25 for his troubles. The flight was 264.8 seconds. Lt. Colonel H.H. (the "HAP") Arnold was the executive officer of the Materiel Division and he signed the letter to me in response to my "thank you" note after the contest. This was the first big contest for me. I did 95 seconds and was awarded a Certificate of Distinction, i.e. Honorable Mention—801 place, I think!

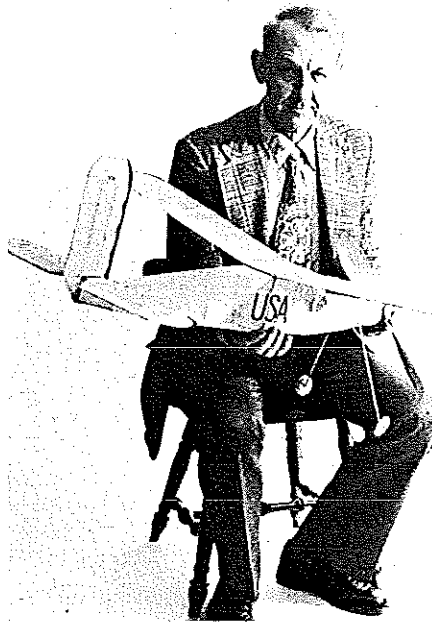
The next year I had another whack at it. Atlantic City, Bamberger Aero Club—Charles Grant, then editor of *MAN*, was the timer for the elimination flights and, together in a motorcycle sidecar, we watched the crate go out over the water, lose altitude, drift back over the land and then back out, etc., etc. This went on for ten miles and 25 minutes and 53 seconds. Got the crate back in great shape and was ready for the finals—having survived the eliminations. Max Bassett also survived and he was ready, too.

In the finals the crate disappeared after 7 minutes and 57 seconds—the timers didn't chase after them. It landed five miles from the AC Airport—but I didn't know that until Miss Loraine Reynolds found it in her backyard Sunday morning—she fired me a letter. She had read about the contest in the Sunday paper. Name and address was on the side of the fuselage, of course. I got that crate back—pretty much the worse for wear since the trip from Pleasantville, NJ to Lebanon, PA wasn't the best—packing model airplanes is different from most things.

Max had us all worried with the gas machine—he was really cooking but the best (with unlimited gas supply) was 2:55.

After much backing and filling it was finally decided that the contest was not legal and therefore the results kaput. Reason was that the English models were in their crates too long, having been shipped over for an earlier date which was postponed until September 10. No trophy. Have you ever gotten nationwide publicity as a winner—Lindy from Lebanon and all that—and then no trophy? How do you ex-

Gordon S. Light



Today, the ship and its designer are in equally good shape—so he says! The model is flyable but we hope Gordon won't be too tempted.

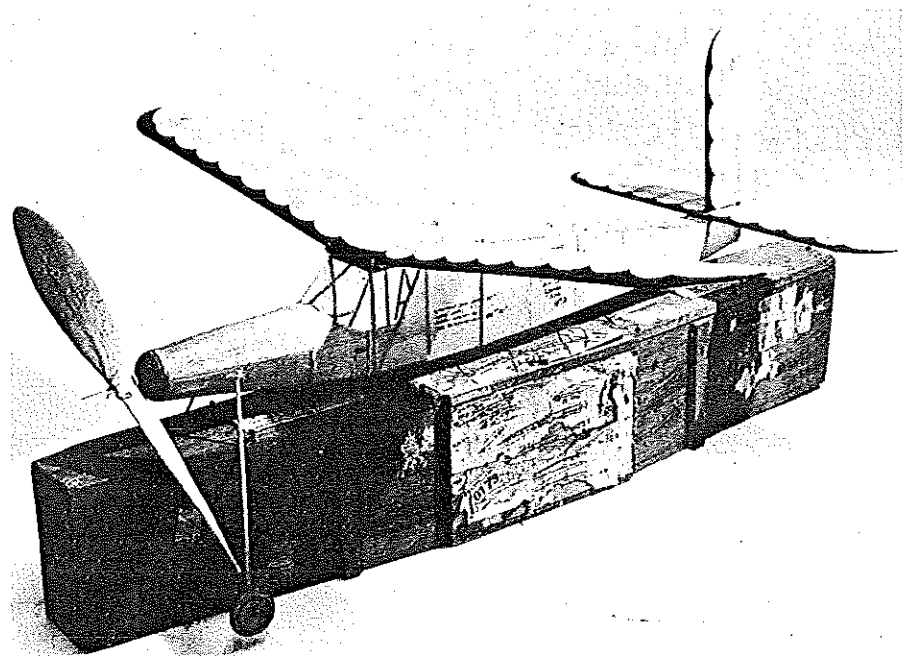
The model was designed to fit this packing box. The box dates from 1934 when a New Zealand entry shipped a Moffett model to Charlie Grant in the U.S. to be proxy flown.

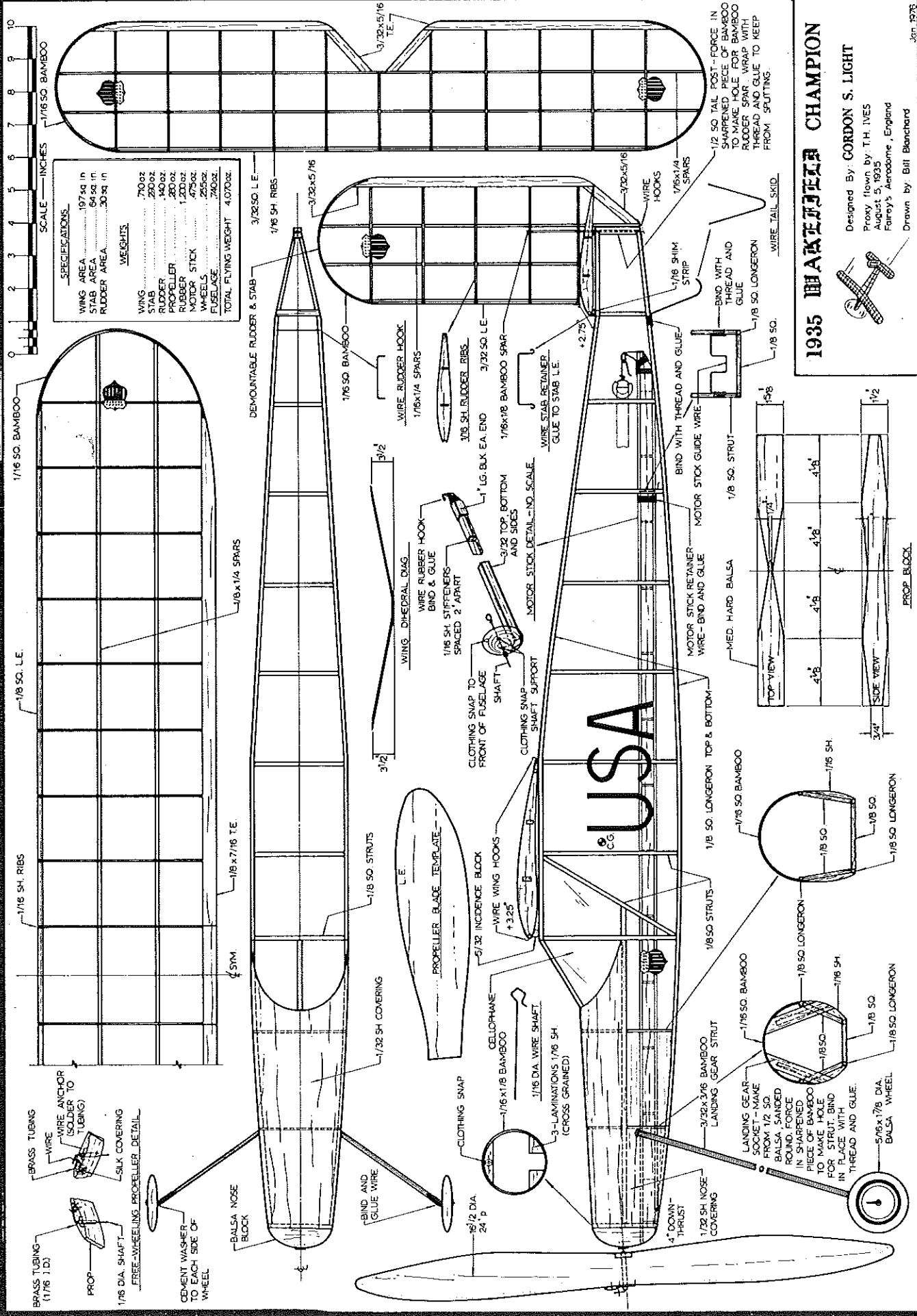
plain this to the hometown crowd? No way. Oh well, back into the basement and the old sticks and glue. Us aeronauts don't have brains enuf to take a hint.

So in 1933 it was a mail deal. I sent the crate over to England and J.E. Pelly-Fry flew it. That was a break—he was so much better at it than I was. He coaxed 2 minutes 23.2 seconds out of it. That was 1/10 second behind second place. The third place medal was very nice, though. J.W. Kenworthy won the event with an O.O.S. flight of 5:21.

Nor was 1934 a banner year for the Wakefield Grail campaign. Again the mail routine but "crashed" was entry made in the list of contest results. Something like a 14 second flight; 7 up and 7 down. Anything less than 20 was not recorded.

But 1935 was a diversion and "Congratulations you win" was the complete message in the cablegram which I received August 6, 1935—the contest had been the previous day. T.H. Ives was the proxy flier who handled things so nicely. The first flight was 7:20 and the model was out of sight. It took off from Fairey's Aerodrome and landed at Hanworth Aerodrome after a two-hour flight. The crate was flown back to Fairey's in a Puss Moth in great shape and would have been ready for another flight—but it wasn't necessary, 2 minutes





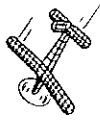
SCALE - INCHES

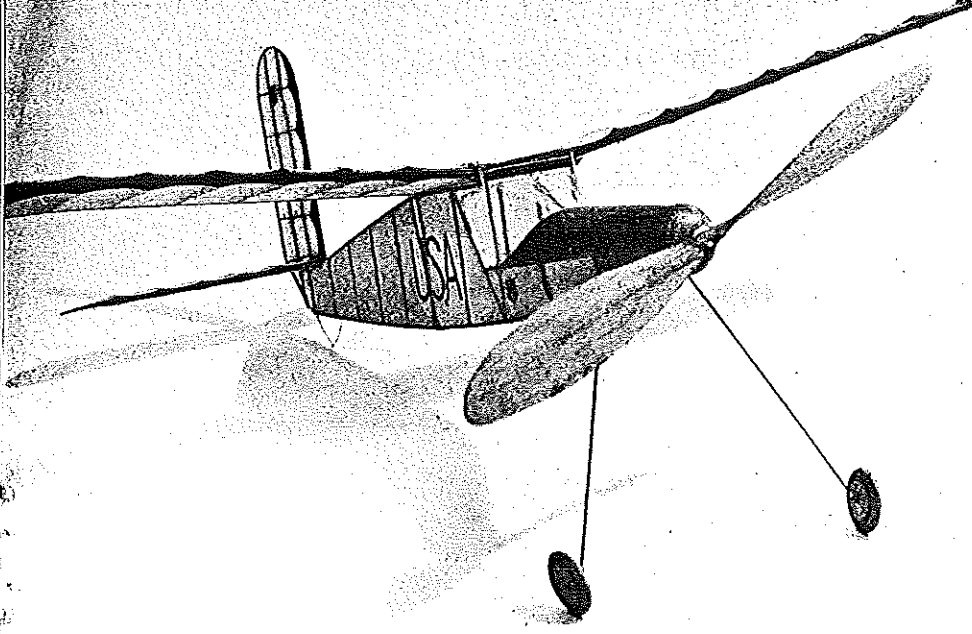
SPECIFICATIONS	
WING AREA	197 sq. in.
STAB AREA	64 sq. in.
RUDDER AREA	30 sq. in.

WEIGHTS	
WING	70.02
STAB	20.02
RUDDER	14.02
PROPELLER	28.02
RUBBER	1.00
MOTOR STICK	4.75
WHEELS	25.02
FUSELAGE	74.02
TOTAL FLYING WEIGHT	4.0702

1935 BAKETERIA CHAMPION

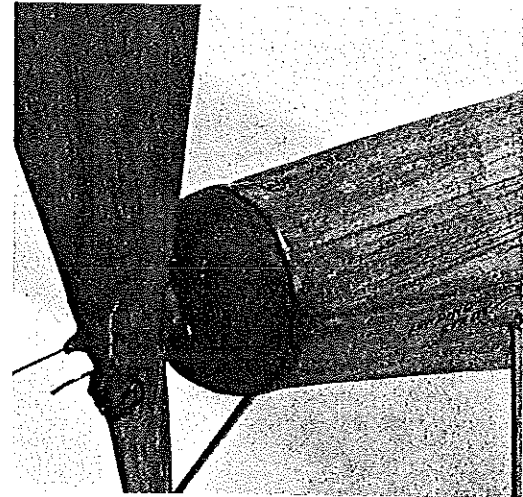
Designed By: GORDON S. LIGHT
 Proxy flown by T.H. IVES
 August 5, 1935
 Fairley's Aerodrome, England
 Drawn by: Bill Blanchard





Left: Well, things have kinda changed, would you not say? Spindly bamboo landing gear legs had to give clearance for that 24-in. prop.

Below: Because the folder had not yet been invented, all rubber-jobs used a free-wheeling prop. The nose block and motorstick were an integral unit in this case. Legs removable.



1935 Wakefield Trophy

26.6 seconds average was enough to do it.

This time I did get the trophy to flash around and also to pay the insurance on plus the shipping charges. Joe E had warned me that it was expensive (more so than getting married) to have custody of the mug. Someone (who knows?) had dropped the thing and the world was a little flat in the vicinity of Alaska. Might still be as far as I know. (I personally think Joe dropped it.)

Obviously, for a proxy model the most important thing, other than a good proxy flier, is a good packing crate. First it must pass the parcel post regulations for length, girth, etc., otherwise the Post Office won't take it and that means shipping by express and during the depression no one could afford that.

So, obviously, if you have a good box you are well advised to build the model to fit—so much easier and more sound technically than the other way around. It turns out that there was a Moffett Trophy contest. Remember? Charles Grant was a proxy flier for a New Zealand entry which was flown out of sight and he took the empty box to his camp in Peru, VT. I was there in the summer of 1934 and used the box to ship some models home in. Obviously I had 1935 very much in mind. I could struggle through the model building part of the job but the shipping crate took talent way beyond me.

The model is very much alive and well after 41 years and is obviously in better shape than I am. Original covering and all that even though I flew it in 1936 in Detroit with no great amount of success. I was phasing out (or being phased out) with engineering school and model airplane article writing getting the better of my

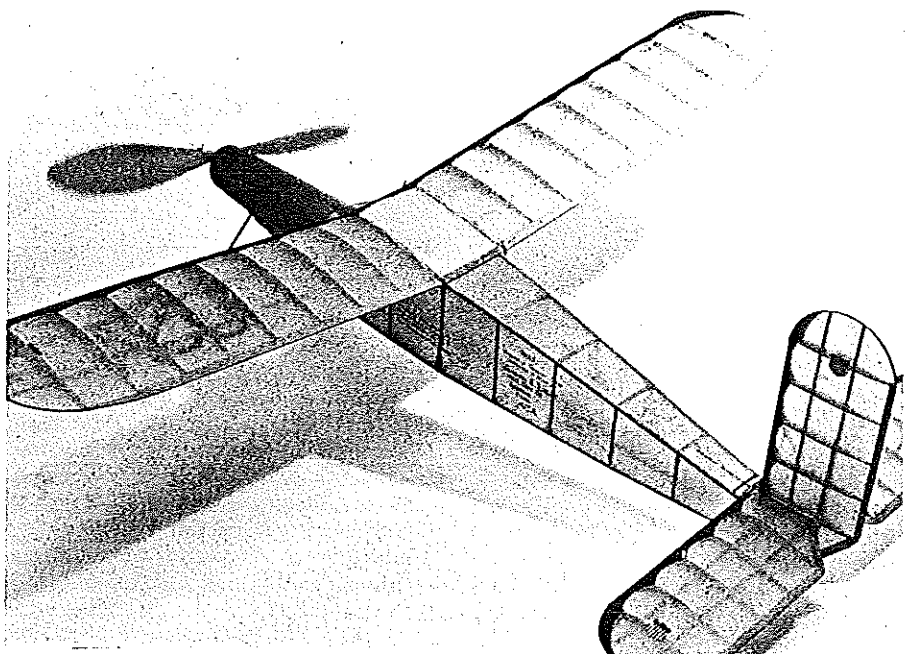
time. At least I had the fun of handing the trophy over to A.A. Judge of the English team who took it back home. I think I was third with two English lads ahead of me. Incidentally, the shipping crate is in great shape, too.

The 1935 model was a gooder from the word go. It flew the first time out—a real shock since I wasn't used to a good flight without a long struggle. The model design followed the same basic design approach which had plagued me since about 1930—cabin type fuselage—motorstick so you could crank in turns without cleaning away the side of the fuselage if things went bad, lifting stab and enormous fin—obviously half the stab in area and the same outline. The cabin window crud wasn't all fancy since it enabled a look-see for fastening the motorstick in the clip. Free-wheeler of course. Dihedral, yes, fixed by the shape of the box—no problem. Interestingly enough I flew the model like crazy before

shipping it. Something I didn't do in 1934. Night/evening flights primarily. Couldn't risk the fly-away, time was too tight. Almost forgot—early morning dew flights, too.


During one of the evening flights the thing dropped in among a herd of cows and when I caught up with it there it was perched on the ground and one of the cows was licking at the American Flag decal on the enormous and attractive fin. Probably though it was an alfalfa blossom. Well, cows have feelings, too, and when they saw me they took off and one of them jumped over the model, so help me. The moral of that story is that I shouldn't have

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Structural members were at a minimum—not even dihedral braces. The vertical fin was a duplicate of one half of the stabilizer.

CONGRATULATIONS to Bill Stroman
whose Astro 020 powered
Gotha Taube (shown) was 1st
in Free Flight Scale
at the Flightmasters Annual
ALL-ELECTRIC MEET.



Results—Flightmasters All-Electric

FF Scale
1. Bill Stroman . . . Gotha Taube . . . Astro 020
2. Larry Moss . . . Longster Parasol . . . Astro 020

FF Endurance
1. Gene Wallock . . . Ranger . . . Astro 020
2. Mike Bernhardt . . . Zipper . . . Astro 020
3. Tony Naccarrato . . . Starduster 350 . . . Astro 05


Control Line
1. Tony Naccarrato . Goldberg Combat . Astro 020
3. Lonnie Cope . . . Farman . . . Astro 020

RC Powered Sailplane
1. Bob Imrisek . . . Electra Glide . . . Astro 05
2. Tim Renaud . . . Square Soar . . . Astro 05
3. Lee Renaud . . . Square Soar . . . Astro 05

RC Aerobatics
1. Bob Imrisek . . . Electra Twin . . . Twin Astro 25
2. Keith Shaw . . . Electra-Fli . . . Astro 05
3. Bob Boucher . . . Electra Twin . . . Twin Astro 25

RC Scale
1. Annie Mae Naccarrato . Aeronca C3 . Astro 15
2. Bob Boucher . . . P-68 Victor . . . Twin Astro 05

**The Results
Speak for
Themselves!**



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1935 Wakefield/Light

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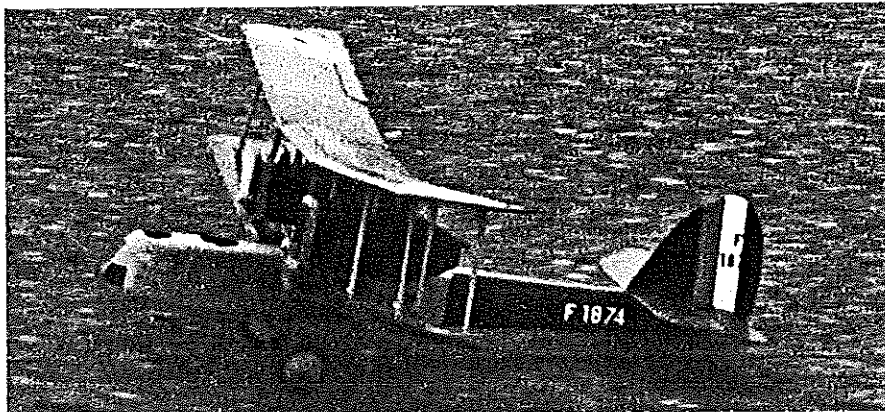
flown it without its shipping container. There were no other events during the test flying—nothing dramatic or profound. No repairs really before incarceration and turning it over to the P.O. Department. Of course, I had about a zillion small patches on the bottom of the fuselage from the landings in cut, stubby grass, etc. I'm tempted to try to fly the crate again sometime but that would be foolish. I wouldn't mind having Ives do it. He could cope with it.

Lots of Wakefield contests have been held since 1935 and the performance is, of course, unbelievable. I don't know if proxy flying is done any more. It was a poor substitute for the real thing but so were many things during the depression. Old-timers will recall with me that in 1927 and the following years before the depression there were significant prizes for model contests. Joe E won the trophy in England sponsored by the AMLA and the *American Boy* magazine. I arrived too late for any of that—1931 was the last cash prize year and they never returned during my tour of duty.

However, I assume that it is required of any old-timer to mumble that it was better that way and wouldn't trade for anything. Be it so mumbled.

Electric Meet (continued)

Bill Stroman's other entry, a twin-engined de Havilland biplane flew very realistically.



keeping chasing distance short, handicapped himself by limiting his motor run to 20 seconds. There were several flights of over five minutes in this event and strangely enough, I don't think anyone lost a model! The event was won by Gene Wallock with his Astro 02-powered Ranger built from Micro Models kit.

Bob Boucher showed 'em how to do it in RC, by consecutively rolling his Electra Twin. This model is built around an ASW-17 glider fuselage produced by the Boucher brothers. Tony and Addie Nacarato, mother and son team, let their big Aeronca C-3 go only to have a radio malfunction which ended up in light damage to the

wing. Bill Daudson flew his very pretty and equally interesting Olympic Two converted to house the Graupner electric motor and folding prop assembly.

The winners were simple *ex-static* to receive the lightning-bolt trophies which were cast and mounted by our man in metal, Bill Stroman.

I sure got a *charge* out of watching this meet and would certainly like to see a growing interest in electric powered models. Here are a couple *plugs* to help you get started in electric. Write: VL Products, 7023-D Canoga Ave., Canoga Park, CA 91303, and Astro Flight Inc., 13377 Beach Ave., Venice, CA 90291.

Top Flite "Ripped off"

On the night of April 21, Top Flite's plant was broken into and valuable items were destroyed or stolen. Since the "thieves" limited themselves to the research and development area of the building, and took only items of interest to modelers, the culprits are known to be modelers. The prototype P-47D, containing a Kraft .61 was taken—it was silver Monokoted. A Headmaster show model containing a PCS radio and OS .19, was stolen—it was covered with red and white Monokote. A P-51 Mustang—displayed at WRAMS in 1975—was smashed to obtain an engine; also was a P-51 CL and a P-39 show model for the same purpose. A Kraft KP5C system, serial 17961, was stolen; also a Kraft KP7C, series 75, Serial No. 34008. A large amount of special items were also taken, including about 50 different type engines—one a Drone Diesel and another a K&B Torpedo, Serial. No. G-1253. Anyone obtaining knowledge of any of these missing items is urged to contact Top Flite Models, Inc., 2635 S. Wabash Ave., Chicago, Ill.