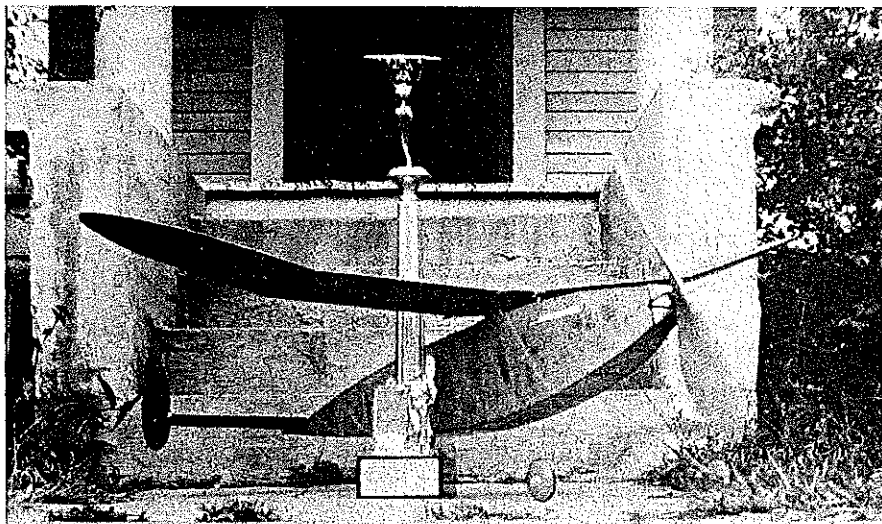




Kansas Wakefield Champ



Top: The Champ's large fuselage cross section, polyhedral wing, and twin rudders all come together to produce a reliable contest winning model that has stood the test of time. The rudders are well out of the propwash and can be used to trim the glide. Above: The original photo (which first appeared in the July 1939 issue of *Air Trails* magazine) of the 1938 model was taken with a 50¢ Kodak Brownie camera by G. Linn. It shows the Champ with the Skelly Trophy. The white stripe on the fuselage forward of the wing contained the contest date, place, and result. About five or six of these service stripes were installed before the model was lost.

OVER A HALF-CENTURY ago, Ernie⁵⁹⁹ Linn's first attempt at a Wakefield design ultimately evolved into the Kansas Wakefield Champ of 1938 and 1939. Although the design was never formally published as a construction article at that time, sufficient photographic evidence and drawings existed for the plane to be certified legal by John Pond for today's SAM contests.

The story of how this contest-winning airplane came into being is an interesting trip down nostalgia lane in itself, and for those who flew during that era it's bound to stir up memories. Here is Ernie's account of those events and times:

"The forerunner of the Kansas Wakefield of 1938 and 1939 was a sleek Cabin model with formers, stringers, cabin windows, and fuselage covered with purple silk. It was a real eye-catcher.

"This was my first attempt at the Wakefield event, and was preceded by a lot of studying of Charles Grant's theories and the successful designs shown in Frank Zaic's yearbooks.

"A few short test flights before the 1937



Left: Ernie Linn proudly displays the current-day version of his 50-year-old design. The fairly high aspect ratio wing and generous tail surfaces attest to the plane's flight potential. Right: A youthful Eugene "Ernie" Linn peers out of the pages of a 1938 issue of *Model Airplane News*.

State Championship Meet in Wichita were quite promising, and failed to reveal any trim or stability problems. So, off to the big contest.

"When it came time to get the thing airborne, we packed about three times as many turns in it as it had ever had before. Then came the problem of getting the knotted rubber back into the fuselage. No luck. We came away with zilch for the day. Jack Chastain received the Skelly Trophy for some nice flights with his 10-oz. Cabin model.

"Back to the drawing board. We kept the wing and tail, but the pretty purple fuselage had to go. It was replaced by the simple box

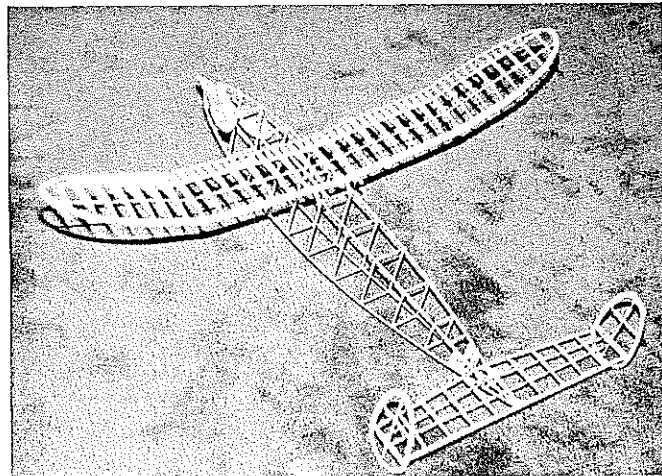
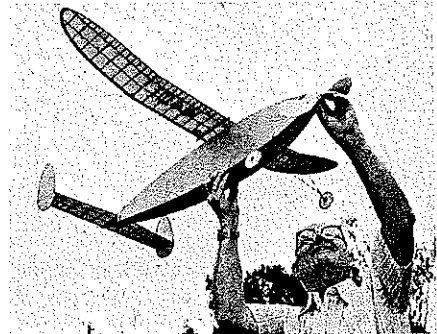
about five inches longer, and with plenty of room for rubber."

The refined model with the larger fuselage was thoroughly tested under full winds prior to the 1938 State Championship in Topeka, and it showed lots of promise.

As Ernie remembers it, "The Topeka contest was at Billard Airport, and Wakefields were ROG'd [rise-off-ground] from the

Ernie Linn holds his 1939 Kansas Champ in a hand launch position, although contest rules of that era normally made rise-off-ground (ROG) launches mandatory. The model's long, sturdy landing gear makes takeoffs from a hard surface swift and sure.

blacktop runway. It was a nice, sunny day and the wind was almost nonexistent during flying hours . . . Larry Faulkner of Mis-



Left: The Champ's bare bones show off its simple yet adequate construction. The false ribs in the wing help maintain the crucial leading edge shape of the airfoil. Right: The model's generous planform is what's responsible for its good flight performance. Flap door is closed for flying.

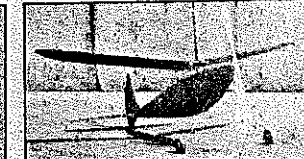


What Readers Are Doing to Increase Their Knowledge of Aviation in All Parts of the World

Mr. S. A. Lander, Jr. of 2652 E. 99th Street, Cleveland, Ohio, is one of those who take delight in scale model work. He sends to picture No. 1, showing his Springfield Rover, which took third prize at the Scripps-Howard National Contest. This fine plane required 250 hours to complete and its construction includes every detail except controls.

Picture No. 2, George Gifford built this beautiful Goshawk.

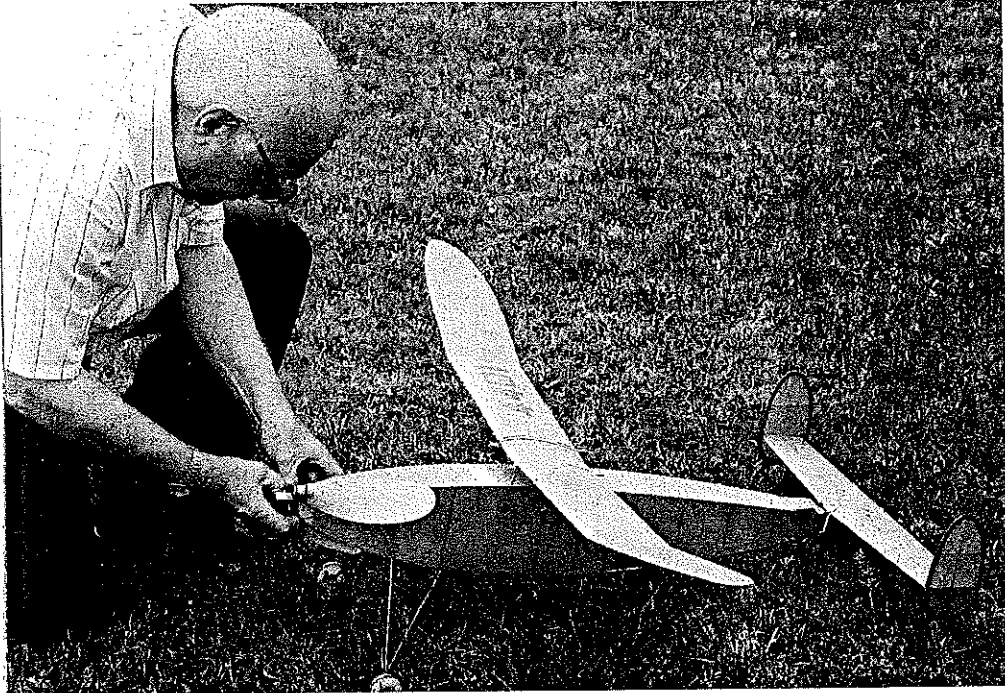
Picture No. 3, Eugene Linn with his winning Wakefield model.



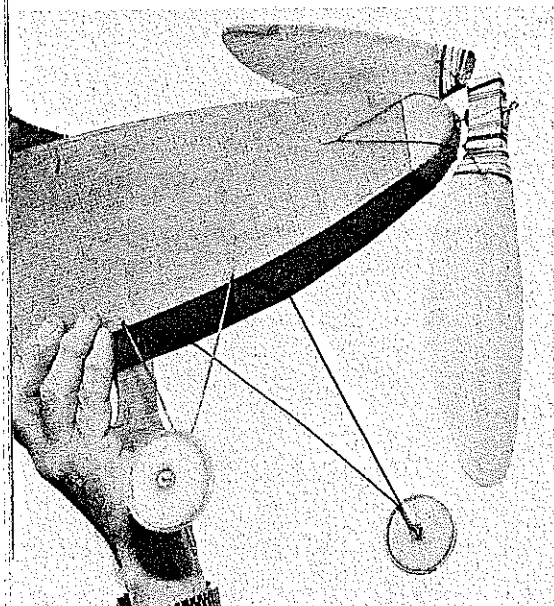
Picture No. 4. A beautiful job by Donald Cole.

Picture No. 5. Edward Wood's Goshawk, Wakefield.





Ernie prepares the '39 version for flight by seating the nose block in place with small rubberbands. When strapped on like this, the block won't drop off when the rubber motor gets limber.



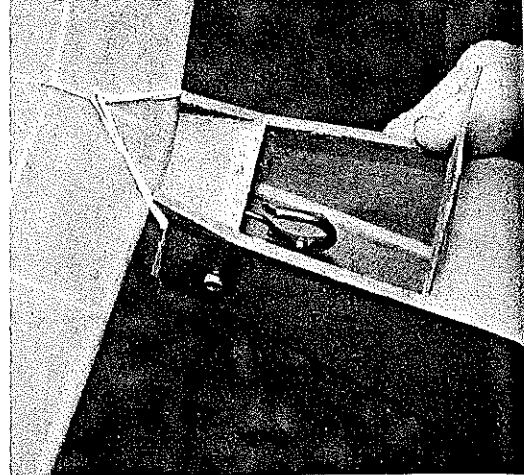
The folding prop extends the glide portion of the flight significantly, and the ball-bearing thrust washer helps get the most out of the rubber. (Text has address for ordering the prop and related hardware.) Tires are neoprene tubing connected with wooden plugs.

Kansas State Champion and have his name engraved on the Skelly perpetual trophy because he was from out of state, so that privilege was passed on to the highest-placing Kansan.

"Jack Chastain was there with a new model that was the ultimate answer to Kansas flying conditions . . . a heavy, rugged, stable model to handle the gusty, windy conditions. His model had a 44-in. wingspan and weighed 12 ounces . . . When Jack flew at Topeka, the calm air really did a job on him. It was merciless. He had a brick. Lead city."

Ernie's new model for 1939 was further refined by substitution of a 17-in.-diameter folding propeller for the original 16-in. free-wheeling one, elimination of the diagonal fuselage braces, and double tissue covering on the fuselage. Having learned well from

souri made a couple of excellent thermal flights, and placed first . . . We put up three consistent flights for second place . . . [Larry] was not eligible to be the



The flap door is to provide access to the rear rubber anchor hook. The rubberband is part of the dethermalizer system (not used on the original model), and the small triangular stops provide a bumper surface for the stab.

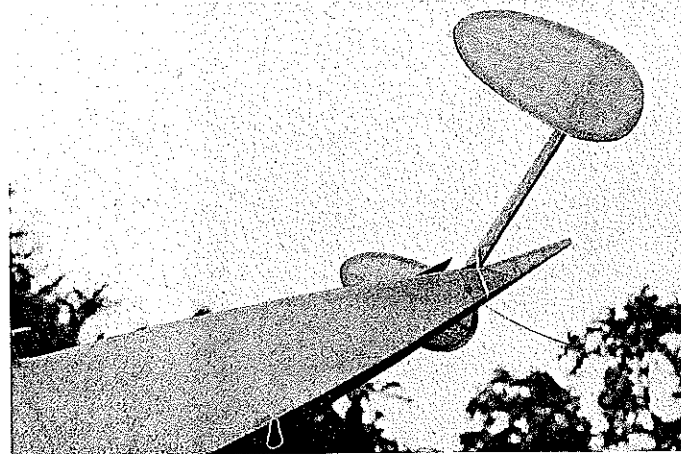
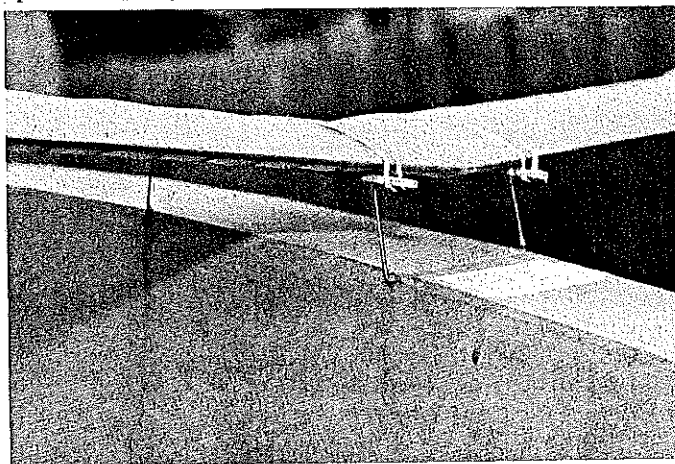
his previous experience, Ernie fully tested the new model before taking it to El Dorado, the site of the 1939 State Championships.

This time, flying conditions were much more difficult. "I still remember one flight attempt," says Ernie, "where we wound the rubber behind a shelter and three of us carried the model out in the open for the [hand] launch. I was holding the prop and fuselage and had a helper on each wing tip. We got the plane up into a launching position and held it there for several minutes. Things got slightly better, so I told the helpers to release the wing tips. They did, and the wing folded."

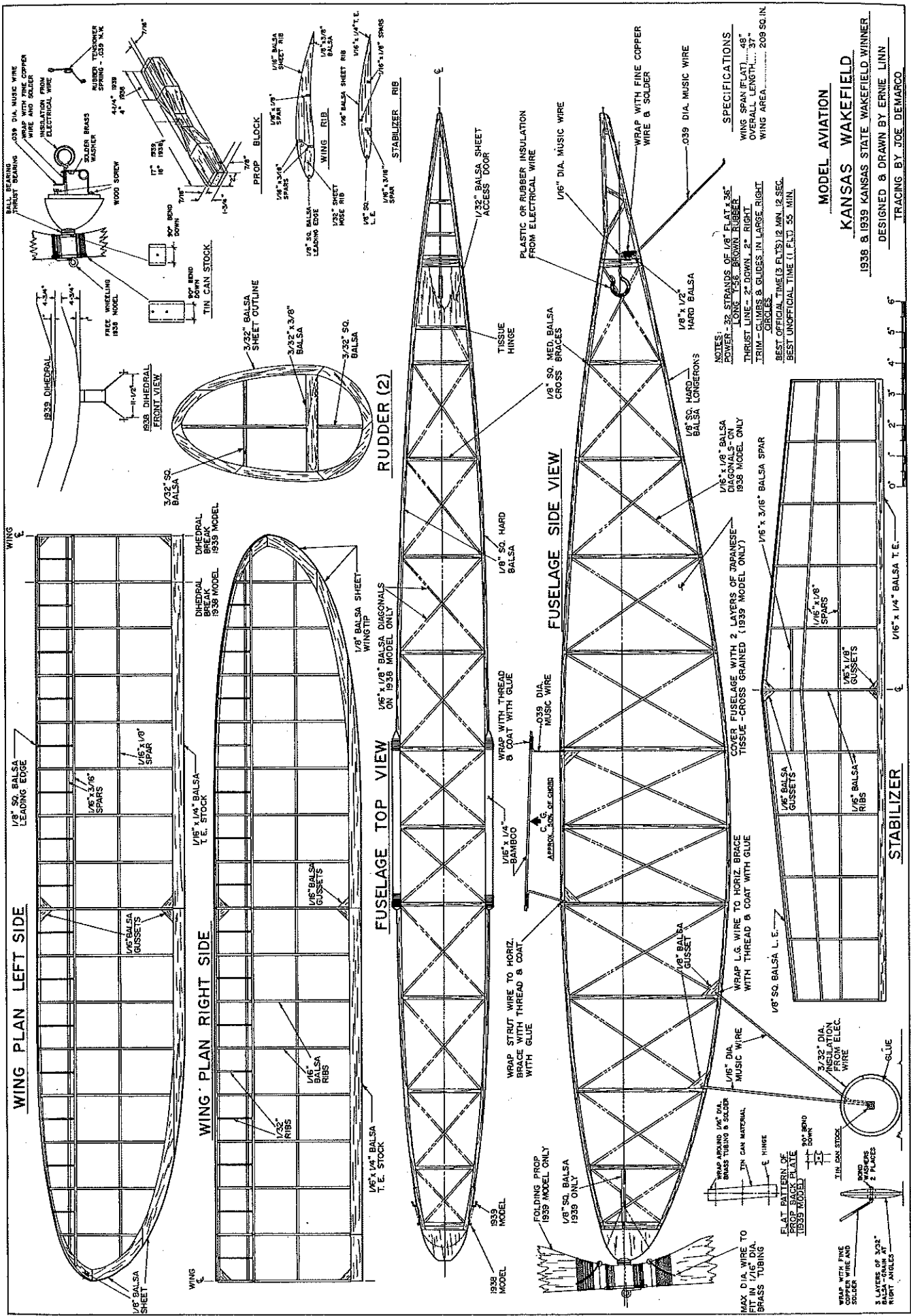
Repairs were made back in the shelter, but the plane could not live up to its performance before the catastrophe. Roy Wriston of Tulsa is credited with the first-place finish in Wakefield in 1939, but again, because of the Oklahoman's out-of-state residency, it was Ernie Linn's name which was engraved on the Skelly perpetual trophy. As Ernie laughingly recalls, "Roy got the prizes, but . . . we won the 1938 and 1939 State Championships on a technicality."

Construction. Fairly typical procedures are followed, but I recommend prekitting some of the parts. That way, you won't

Continued on page 161



Left: The wing is rubberbanded to bamboo strips that have been lashed to the wire cabane struts. For actual flight, additional rubberbands would be used over the wing. Right: Mylar line runs from the rear of the stab up to the snuffer tube to hold the stab down until it's time to DT.



SPECIFICATIONS
 WING SPAN (FLAT) 48"
 OVERALL LENGTH 37"
 WING AREA 209 SQ. IN.

MODEL AVIATION
KANSAS WAKEFIELD
 1938 & 1939 KANSAS STATE WAKEFIELD WINNER
 DESIGNED & DRAWN BY ERNIE LINN
 TRACING BY JOE DEMARCO

Full-Size Plans Available . . . See Page 180

an OS .32, with the rear cone-start feature being helpful.

So far I have seen the model in flight only in photos, but have been told that it flies very well. While it appears to be a little expensive, I've ordered one nonetheless, and am currently anxiously awaiting its arrival. As soon as possible I'll present a flight test of the kit.

Merced Fly-In. I saw Chuck Winter at the recent San Fernando Valley Fly-In, and he had flyers to remind me of the Sixth Annual West Coast Radio Control Helicopter Fly-In to be held on October 1-2, 1988. This annual event takes place in Merced, CA, and is the largest West Coast meet of the year. If you are in the area, it's a definite must. For more information contact Chuck Winter at (209) 723-6662.

BCNU

Wakefield/Linn & Kruse

Continued from page 58

have to interrupt the stick-to-stick gluing process by not having a key part at hand.

Cut the wing ribs from $\frac{1}{16}$ sheet; cut the false ribs from C-grain balsa. An aluminum template of the rib pattern is a useful tool here, particularly in making the last four outboard ribs of each tip panel. For this last eight-rib section, simply move the template down from the top as each successive rib is cut. By the time the two farthest outboard ribs are cut for each tip, they will have no undercamber, which is a sneaky way of providing automatic tip washout for the wings.

Stabilizer ribs can be cut in the same manner from $\frac{1}{16}$ C-grain, using an aluminum template of the center rib. As each rib is cut, lay it over the plan at its appropriate location and mark the position of the top and bottom spars so that they can be installed at the angles shown.

You'll need light but firm sheeting for cutting the wing tip pieces and the pieces for the twin rudders. Sheeting for the wing tip pieces is in $\frac{1}{8}$ -in. thickness; $\frac{3}{32}$ -in.-thick sheeting is required for the twin rudder pieces. When placing the patterns for these pieces on the sheet stock, be sure to do so in a fashion that maximizes grain strength.

If you've done your work well, you now have 80 pieces and are itching to start building.

Wing. Pin down the lower front spar of the inboard panels; do the same with the trailing edge (TE) and finally the leading edge (LE). When both main panels are complete, prop them up to the angle shown and set in the dihedral. Notice the difference in dihedral location between the '38 and '39 versions.

Pin down the tip panels. Again, once each panel is complete, prop it up to the correct angle and set the polyhedral joint with respect to the main panel. Don't forget the gussets at both the dihedral and polyhedral breaks. Those little items should be cut from medium-hard stock with the grain running parallel to the long side of the triangle formed by each gusset.

Sand the wing carefully to remove all

Continued on page 165

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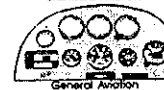
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Ji-8	1/8	1/4" & 3/8"	5.50
Ji-9	1/9	7/32" & 5/16"	5.50
Ji-10	1/10	3/16" & 5/16"	5.50
Ji-12	1/12	5/32" & 1/4"	5.50

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Wakefield/Linn & Kruse

Continued from page 161

blobs of glue that might have accidentally collected, or other protrusions that could form unsightly lumps and bumps under the covering.

Stabilizer and rudders. Construction procedures are similar to those used in the wing. Pin down both the short and the angled bottom spars, then set the ribs in place. Add the trailing edge, keeping in mind that although all the ribs should butt firmly up against the TE, none should have to be forced into position. Trim or sand any stab ribs that are too long, since they represent stress forces which can in time cause a warped surface.

Glue the leading edge in place, and reinforce the center rib joint with gussets both fore and aft. If you are going to use a dethermalizer (DT) hook mounted on the center stabilizer rib, you might want to double the center rib, and I'd suggest that you sheet the area between the LE and the short bottom spar, both top and bottom, in order to spread the shock load when the stab pops up.

Assemble the pre-cut pieces for the twin rudders. A 3/2-in.-sq. vertical member butts into the 3/2-in. stabilizer mounting sheet at both the top and bottom. While the rudders are not airfoiled, their edges are rounded and should be sanded smooth.

Fuselage. Here we use the time-honored practice of building one side atop the other, separated by Saran Wrap or waxed paper. Note that the 1939 version eliminates the 1/16 x 1/2-in. diagonals from the fuselage structure.

Use a small right triangle in making the fuselage box to ensure that the crosspieces remain square. Ultimately the entire fuselage will be only as square as the crosspieces. The 1939 model has a short horizontal piece between the first two fuselage upright stations for nose block retainer hooks. Don't forget the retainer if you want everything to remain intact after the prop folds.

The wing mount platform can be made if you wish from Popsicle sticks, instead of bamboo as shown on the plans. Lash the wire struts to the horizontal crosspieces with thread as shown, and then coat both ends of the thread-wrapped assembly with glue. Smooth out the glue across the top of the horizontal crosspieces as much as you can, so that the tissue doesn't end up wrinkled when that section of the fuselage is covered.

The landing gear fits to the fuselage in the same manner as the wing mount. Bend and solder the wires as shown, and lash them with thread to the horizontal crosspieces as indicated. The wheels are laminated from three layers of 3/32-in. balsa which are glued together cross-grained and then sanded to the shape shown on the plan. Make the tires either of insulation from appropriate-sized electrical wire, or using small neoprene fuel

tubing held together with a small wooden plug as shown in the photos.

Nothing will finish off the Kansas Champ like a hand-carved propeller, either free-wheeling or folding depending on the model year you have chosen. The '38 version employed a freewheeler prop, which looks nice in flight, but the folder prop on the '39 Champ improves the glide quite a bit. If you don't want to cut your own prop blank, suitable predrilled ones, plus all of the hardware necessary to build either prop, can be obtained from Ken Sykora's Old Timer Model Supply, Box 7334, Van Nuys, CA 91409.

Complete the fuselage framework by adding the rear rubber hook and the access door to the hook area. Although no dethermalizer setup is shown on the plans (none was used on the original), the photos show a remote DT that Ernie has installed to avoid having to build a new ship for every meet. Any similar DT system should work well and be no problem to install.

Covering and finishing. Cover the model with tissue of a highly visible color. Orange or red are both good. Brush all of the framework with at least three coats of thinned (50/50) nitrate dope, sanding lightly between layers to keep down the balsa fuzz. After covering the wing, stab, and rudders with tissue, shrink the tissue with water from a pump spray bottle. Watch for any tendency to warp; warps must be steamed out before flight testing begins. Brush two coats of thinned nitrate on the tail, four on the wing, and six on the fuselage to seal the tissue.

To double cover the fuselage, lay the tissue on the framework with the grain lengthwise to begin with, shrink it with water, and give it one coat of nitrate dope brushed on with vertical strokes. Add the second layer of tissue with the grain running vertically, cross-grained to the first layer. Shrink the tissue with water, allow it to dry, and then dope it down. Brush on at least three more coats of 50/50 nitrate, or until a definite sheen starts to develop. The strength imparted by double covering will prevent many an accidental hole from being poked into the fuselage, and make it practically immune to punctures from DT landings.

Flight trimming. Install rubber to balance the model, and begin test glides. In keeping with the heritage of the model, the plan calls for 1/8-in. brown T-56 rubber, the standard of the hobby in those days. Probably the closest thing we have to T-56 rubber today is the type sold by Sig. If you elect to use 1/8-in. FAI or Champion rubber, however, be sure to make up a motor of *no more than 24 to 26 strands* (12 or 13 loops). More rubber than that in the unbraced '39 fuselage may put the structure in jeopardy.

Start test glides by tossing the model from shoulder height, aiming at a spot about 50 ft. away. If the center-of-gravity is where it's supposed to be but the model still dives, shim up the trailing edge of the stab in 1/2 in-

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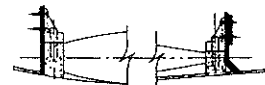
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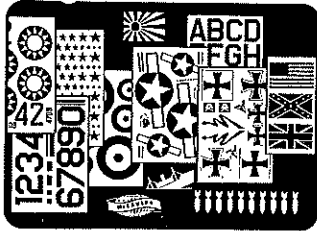
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crements until it floats smoothly down to a two-point landing on its main gear. If it stalls or "gallops" to the ground, shim the leading edge of the stabilizer in 1/32 increments until a correct glidepath is obtained.

Begin powered flights with 100 turns wound into the motor, and release the model with its nose level. It should climb just a little after release and then float to the ground. Shim the nose block until a gentle climbing right turn is achieved on about 200 turns of the motor. As more turns are added, make sure the model continues to go to the right. Watch for a tendency in this airplane to hang on the prop. If this happens, add downthrust until the ship climbs on its wing, not on its prop. After a reliable power pattern is obtained, small rudder tabs or stab tilt can be used to trim the glide portion of the flight.

Ernie notes with pride, "The 1938 and '39 Wakefields served us well, placing in the top three places at almost every contest we entered." May your version of the Kansas Wakefield Champ bring you comparable success.

Ernie Linn would be happy to correspond with any modelers who are building the design. Write him at 3505 E. Mt. Vernon, Wichita, KS 67218.

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FF Duration/Murphy

Continued from page 61

(that's \$16 plus the \$2 for the manual). Don't like that deal? Then get only the manual for \$8 plus \$2 postage. Either way, you can't lose. The address is Terry Rimert, 367 Orange Ave., Baldwin, FL 32234.

Going to the dogs: Oh come now, Nat! Nat Comfort writes that my offhand comment in the June column about retrieving models by "radios, firearms, or Golden Retrievers" was not exactly too farfetched. Nat sez: "Your mention of the Golden Retriever was not far out. There is a young fellow in California who throws Hand-Launched Gliders. He has a Border Collie that stays under the Glider until it lands. The dog never touches the Glider. He sits beside it marking the spot until his owner shows up. The first time I saw him we were in a foot-deep alfalfa field. The dog never lost the model."

I haven't heard one this good since Gib Robbins claimed to have his own personal flock of trained barn swallows which picked thermals for him. Can you top this?

SAM note: I normally leave the SAM (Society of Antique Modelers) business to friend Bill Baker for his "FF Old-Timers" column; however, since I appear to be fast becoming an involved party in a possible SAM event proposal, I suppose I should not pass the buck on this one. Anyway, it goes something like this:

I had caught a comment by the editor of SAM Speaks, Jim Adams, in the November/December 1987 issue which addressed a new event concept "that would emphasize uniqueness of design,

workmanship, fine finish, nostalgic pride in doing it yourself." He further stated that, "The road we (SAM) are traveling seems to be producing fewer and fewer of the unique Old-Timer designs that we remember from the Thirties and Forties; instead, we are producing more and more clones of the winningest designs."

These comments prompted me subsequently to write to Jim confirming my personal interest in the situation—and in particular in an ignition-powered event which would permit some design freedom as long as we honored the cross-section rule of L²/100 (length of model squared, divided by 100, with the result being the minimum fuselage cross section permitted), ROG (rise-off-ground) provisions, and the 8 oz./sq. ft. of wing area loading. This would require any new original design to meet the same design restrictions as did the designers of those famous Zippers, Rangers, Playboys, etc. Jim, in turn, ran my letter in its entirety in his March/April 1988 issue—and then I began to get mail.

First, from Bob Oslan to whom I give credit for the original concept, as he pushed for an "Old Ruler" event some years ago. As I stated in my letter to Jim, the idea certainly isn't new, but maybe it is now becoming more appealing as time wears on and OT contest fliers begin to build additional copies of the same design just to insure remaining competitive. (Personally, I am on my fifth Zipper.) Perhaps we need a new event for a creativity outlet to offset the possibility of SAM competition becoming a little stale to some.

More recently, I received a letter from Bud McNorgan, who sent the accompanying photo of his beautiful orange-and-white silkspan-covered original-design "Old Ruler" creation. Bud says that a number of his fellow club members (SCAMPS) have built "Old Ruler" models, so

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