

Designed by: Dick Korda
 Redrawn by: Phil Bernhardt
 Text by: Bill Northrop

• Ask anyone who remembers model airplanes from the pre-World War II Golden Era of modeling to name a top competition rubber model, and the odds are that they will say "Dick Korda's Wakefield." To take nothing from Korda, his ship was representative of many rubber jobs out of the 1936-40 Cleveland area, and Chet Lanzo can probably claim equal credit for the design.

A predecessor to Korda's Wakefield winner was published in the February 1938 issue of Air Trails. This ship, with flat center section and tip dihedral, bamboo landing gear struts, and free-wheeling prop, recorded a 54 minute flight at the 1937 Nationals. It was kitted and sold for as low as . . . are you ready for this . . . 29 cents!

Speaking of this earlier ship, Dick, in a recent letter to MB's editor said, "The ship came in 2nd at the 1936 Nats, 54 minutes o.o.s., and 3rd in the Wakefield elims, 18 minutes o.o.s. The money collected for our trip turned up missing, so I never got to go. Bert Pond was my timer on the 54 minute flight."

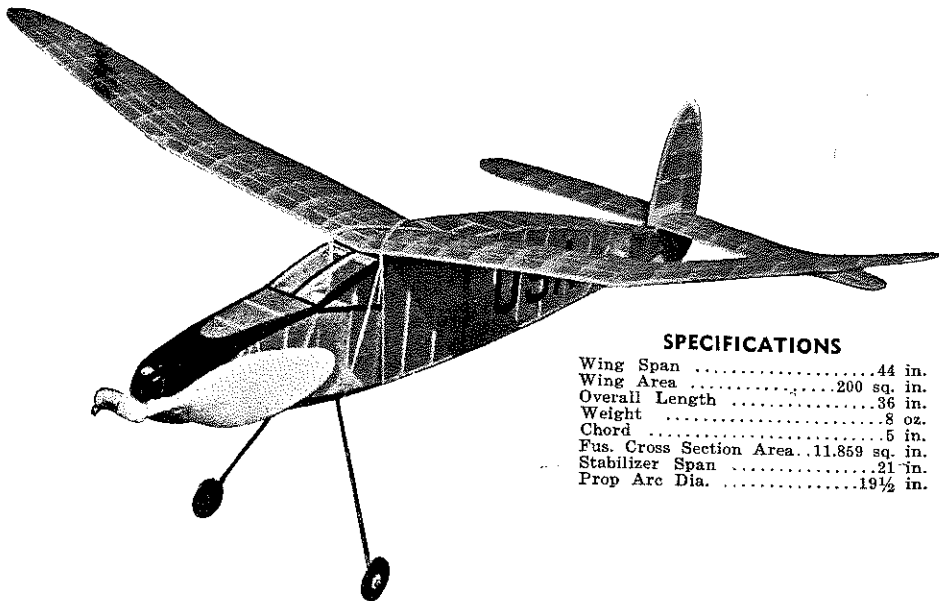
When saying "the ship", Dick wasn't necessarily referring to one model, as in those pre-DT days, it was not uncommon to lose several models out-of-sight during a contest season. The 54 minute model was returned just after the '37 contest ended, but not all of them came back.

Our models were sorta knocked out on production at that time. When I see
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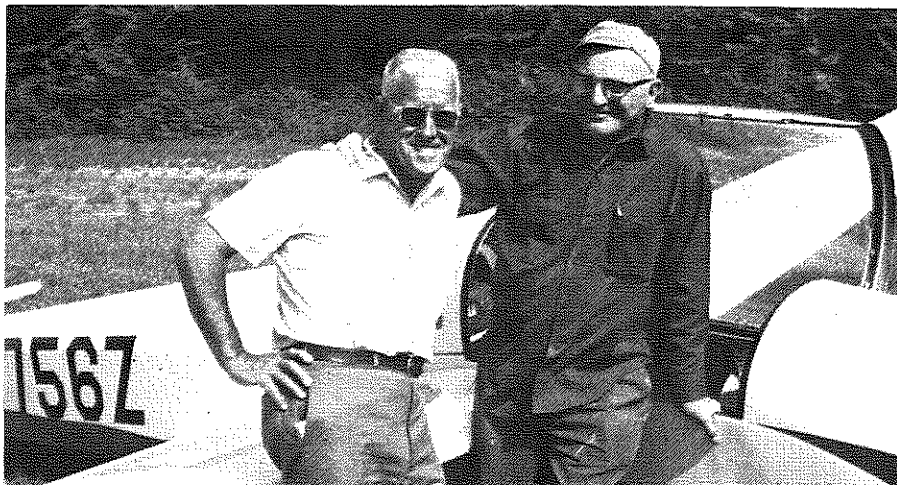
Korda strains in final winds for 43 minute Wakefield flight in '39. John Zaic holding.

Korda's Wakefield Winner

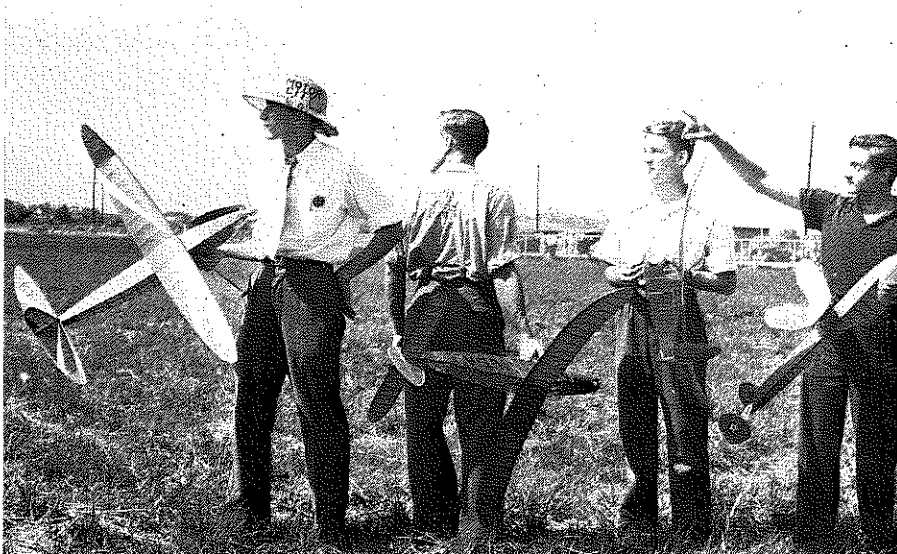


SPECIFICATIONS

Wing Span44 in.
Wing Area200 sq. in.
Overall Length36 in.
Weight8 oz.
Chord5 in.
Fus. Cross Section Area11.859 sq. in.
Stabilizer Span21 in.
Prop Arc Dia.19½ in.



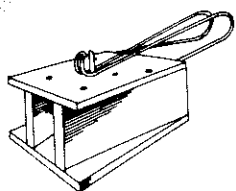
Dick Korda and Larry Gehrlein after Dick landed his 1-26 "Have Fun" at Larry's airport, following a 40 mile cross-country flight. That's Korda on the left.



From left to right; either Jim Bohash or Ted Just holds Earl Stahl's Wake ship, Korda, Jack Thames, and Ralph Baker. Thames and Baker ships had retracting, single-strut landing gear.



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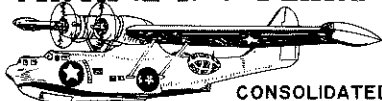
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time when fine folks like Jack Jelia and Roy Edwards were my associates. I can only hope my boy can find such long-lasting friendships as I have enjoyed from this 40 odd years of modeling, with contest performance being only the vehicle to meet them.

"So my prize free flight, Guy, has been launched with the knowledge that I have done the best to build sturdy, light, and straight. This is the biggest contest of all, and we hope there are a long string of maxes ahead for him."

What can you say to top that? Amen, brother!

Korda Continued from page 37

some of the workmanship done on today's models, I'd be afraid to take a chance flying them."

Getting back to the Wakefield model . . . Korda's famous flight of 43¼ minutes was the first official flight of the 1939 Wakefield competition, on a golf course bordering Bendix Airport in New Jersey, August 6th, at about 11 AM. It put the contest on ice almost before it started! For the remainder of the one-day affair, only second place winner, Canadian Fred Bowers, managed to find another thermal for a 14 minute flight.

Soon after the Wakefield win, the Megow Model Company put out a kit for the 1939 model that sold for \$1.00. And in the December 1939 issue, Air Trails magazine offered a Korda Wakefield kit plus a one-year subscription for a grand total of \$1.50! By comparison, we must now get more than that (\$2.00) just for a set of plans for the same model!

As usual, we do not offer detailed instructions for building old timers, but the following flight trimming suggestions come from the November 1939 Air Trails construction article. Thrust offset is one degree right and two degrees down. The wing's leading edge should be shimmed up 3/32 of an inch. The right wing tip is washed in slightly as well as the left stab tip.

We built a Megow kit of this model during the Christmas holidays of 1939 and flew it during the 1940 season. For some reason, ours flew best to the left (so what does Korda know!), a fact that we discovered at a contest in Lancaster, Pa., where a 100 hand-wind test hop resulted in a 28 minute o.o.s. *unofficial* flight! Yes, we got it back a week later, 20 miles from the contest site.

By the way, if you're interested in building a Korda Wakefield, P & W Model Service, Box 925, Monrovia, Ca. 91016 can supply an excellent partial kit for \$4.25 postpaid. You need only strip wood and plans to complete the framework. For your convenience, you can send us one check for \$6.25 (add 6% if you're a California resident) and we'll have P & W ship the partial kit directly to you.

What's Korda doing now? "I'm 60 years old . . . 60? . . . oh well. Machinist at G.E., play some golf . . . 15 handicap. Spend most of the weekends, summer and winter, towing or flying sailplanes."

Workbench Continued from page 6

(Mercy! Been watching too many football games!)

So . . . we don't need an R/C Pylon Board, an R/C Pattern Board, and an R/C Soaring Board. What we need, and have, is an R/C Contest Board, which leans heavily on the advise of the NMPRA (Pylon), the NSRCA (Pattern) and the NSS (Soaring) . . . and gentlemen, you've only got six months to get us some good advice in the form of proposals . . . or forever (until 1980) keep your peace!

We have some further comments relative to R/C proposals in "Remotely Speaking," and Dirty Dan has some C/L rules discussion in his column . . . so that leaves free flight.

This writer won't claim to be an "ex free flyer", because his active participation in that phase of the hobby dates back to pre-World War II. Our last out-of-sight free flight was about 1961 or 62, when we were having too much fun with an escapement controlled, Walt Good WAG. Staying up too long, the escapement rubber on the rudder ran down, with the engine in high cruise. The ship was gone for a month. Since then, we have participated in a few indoor and outdoor HLG contests, and inaugurated a winter session of "Unlimited Delta Darts" for our former Delaware R/C Club. (UDDs had to meet the outline shape of the Delta Dart, but anything else was legal; hollow motor sticks, 1/32 square, condenser paper, etc.)

Anyway, in a most controversial manner, the VTO has been dropped from free flight, as of Jan. 1, 1976. This is sort of a milestone (or is it gallstone?) in free flight history, and one that is not greeted with great acclaim in