

MODELS

SOCIETY OF MODEL AERONAUTICAL ENGINEERS (S.M.A.E.).

The Gamage Cup Competition, Wimbledon, March 28.—A warm, summer-like morning was followed by mid-winter as the first competition of the season was flown. The wind was exceedingly strong, and many models were kept inside their boxes while prospective entrants waited for better conditions. They waited in vain, however, but the entry list, which numbered twelve, was exceedingly good. After all, it is very unattractive to fly your best or next-best model, or maybe only model, in such weather.

The wind was near N.E., and models had to be launched towards the main road, and this seems to be about the worst direction to fly in, as the models naturally drifted with the wind, and could not help getting into a nasty down-current caused by the trees somewhere half-way up the field. They flew unconcernedly into this trap, and were promptly pushed to the ground. Once high up, however, they were far less troubled, and put up something near their normal duration. The first three winners showed that it was possible to stay up for a fair time, although in good weather they, as well as everybody else, would naturally have done much better. Mr. A. T. Willis (T.M.A.C.) won the Cup with a Balsa version of his well-known high-wing monoplane. The mere fact that a Balsa model can definitely fight such a strong wind and stay up in it for over a minute ought to please the ultralight merchants. The model rolled and yawed, and showed how disturbed the air was, even at that height. At the start of the second flight, it damaged itself beyond field-repair, but the first flight carried the Cup anyway.

Mr. D. A. Pavely flew a very old and energetic twin pusher, which was the first to put up good duration (55 seconds), although I am always inclined to think of minutes and not seconds in connection with these strange craft.

Mr. Saunders (T.M.A.C.) had a light high-wing monoplane, which showed by a flight of 46½ seconds, that it could do a good deal better on a decent day.

Ten extra points—or seconds—were added to each flight which had been started R.O.G. Mr. J. E. Pelly Fry was the only entrant to do so for every flight, and this gave him fourth place. This low-wing monoplane got off well, but twice it was caught in an evil gust against which it could not fight, and the first flight was also unlucky.

It is to be hoped that the weather will be a little more kind during our future competitions, notices of which will appear in this Journal in due course.

Gamage Cup Results

Entrant	Flights				
	1	2	3	Best	Position
A. T. Willis (T.M.A.C.)	64½	5	crashed	64½	1
D. A. Pavely	25½	55	5½	55	2
H. Saunders (T.M.A.C.)	15½	18½+10	46½	46½	3
J. E. Pelly Fry	23½+10	11½+10	13½+10	33½	4
J. Shill	26	5½	crashed	26	5

The "Wakefield International Cup" Trials.—The Trials for the most important Model Aeroplane Competition in the World will be held at Wimbledon Common on May 16. The Rules drawn up for these Trials appear below.

The British Team will be formed by the six best models in the Trials, in the opinion of the Council of the S.M.A.E. It is well to remember that we shall have to compete against the very best the Americans can build, and their duration usually goes in minutes, not seconds. Every prospective entrant can figure out what type is wanted. Secondly, the models will be flown by proxy, and it is important that they shall be as simple to rig and handle as possible. One may be able to manipulate a complicated gadget, but it is a lot to expect the same from someone who has never seen the thing before. And all members sending their models over for the Trials and, of course, every member of the team, should give clear directions concerning the handling of his machine.

Rules for the Wakefield International Cup Trials.

1. The trials will be flown on May 16, at Wimbledon Common, and, in the case of bad weather, will be postponed until May 23, as would be an ordinary competition.

2. Members of the S.M.A.E. and affiliated clubs wishing to enter trials, and who cannot attend personally, should

send their models to the Hon. Sec., S. G. Mullins, 72, Westminster Avenue, Thornton Heath, Surrey, carriage paid. These models will be flown by proxy. Members of provincial T.M.A.C. Squadrons are asked to send their models to their London Headquarters.

3. Competitors chosen from the trials for the team need not necessarily send the model flown in the trials to America to compete in the Cup if they can produce a better one before date of dispatch.

4. The S.M.A.E. members, or members of affiliated clubs, will fly models sent to be flown by proxy, but will not hold themselves responsible for any damage done by or to a model either in the trials or during transport.

5. Each model will be allowed six flights and the team will be chosen by the Council of the S.M.A.E., judged on duration and general performance.

6. The models chosen for the team will be sent to America by the S.M.A.E. A competitor sending a different model to that flown in the trials should notify the Competition Secretary of the S.M.A.E. at the conclusion of the trials.

JUSTE VAN HATTUM,
Competition Secretary, S.M.A.E.,
18, Stag Lane, Edgware, Middlesex.

PUBLICATIONS RECEIVED

Voit Aerien. October, November, December, 1930. Per Orbem, 4, Rue Tronchet, Paris.

An Hour of Aviation. By Capt. N. Macmillan, M.C., A.F.C. London: Gerald Duckworth and Co., Ltd. Price 3s. 6d. net.

Let's Help! A Collection of Good Causes. By Sir Charles Bright, F.R.S.E., M.Inst.C.E. London: George Routledge and Sons, Ltd. Price 4s. 6d. net.

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