

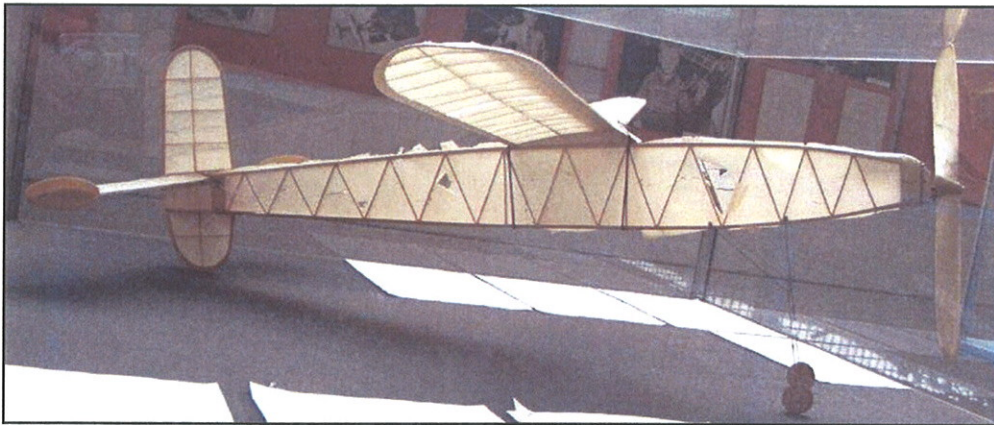
Arne Ellila's 1950 Wakefield Cup Winner. - Martyn Cowley (USA)

Continuing the theme in reply to Gary Hinze's request for contributions to celebrate the Wakefield Centennial (NC May 2011 page 30), and following on from last month's story on Ellila's 1949 victory, we have more unpublished pictures, this time from the 1950 Wakefield Cup, with a surprise discovery !

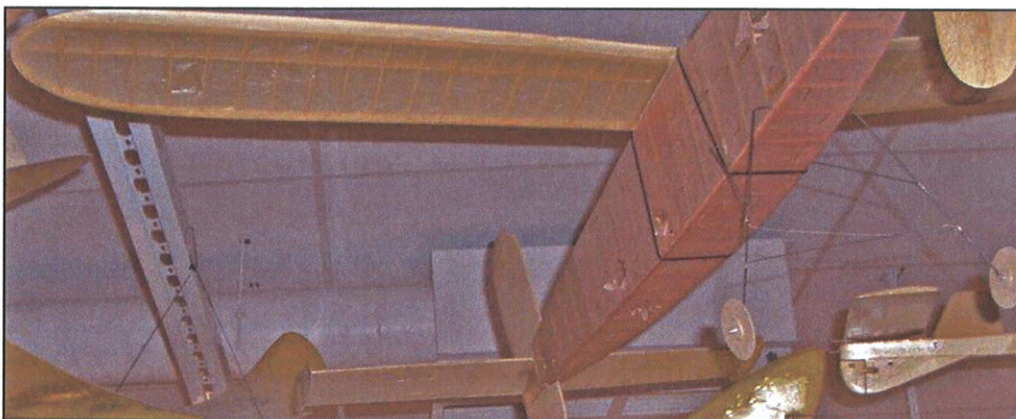
During a recent trip to participate in an F1B Wakefield World Cup, American Walt Ghio together with local F1B flyer Tapio Linkosalo, visited the "Finnish Aviation Museum", located at Helsinki-Vantaa Airport, where a number of model aircraft are on display.

(<http://www.ilmailumuseo.fi/index.php?page=home-eng>).

The museum, which was undergoing renovations, has 2 smallish, fully-packed display halls, and a collection of models (mostly F/F) hanging in the library. So it was by a remarkable coincidence, the two modern F1B flyers discovered amongst these models a familiar looking Wakefield, attributed to Arne Ellila. Upon closer inspection it was revealed to be the actual model with which Arne won the 1950 Wakefield event, held in Jamijarvi, Finland.



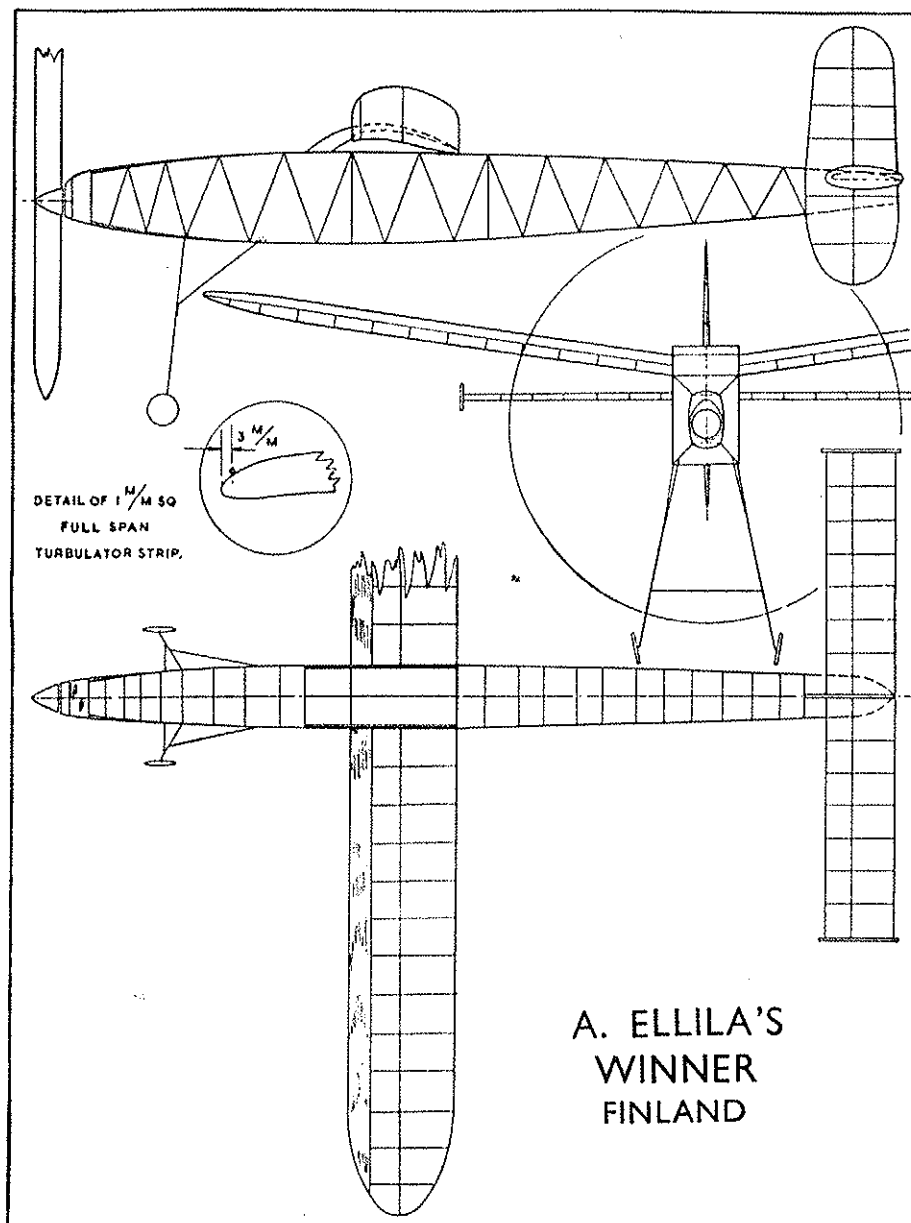
Ellila's 1950 winning model on display at the Finnish Aviation Museum



Mystery model also on display — 1949 reconstruction perhaps ?

Another model of unidentified heritage also bore a strong resemblance to Ellila's earlier model, perhaps a reconstruction of his 1949 model ?

The 1950 model as displayed was similar to his 1949 winner, designed a decade earlier, but with a number of significant improvements. As reported in Charles Dennis Rushing's book "The Wakefield International Cup" (see excerpt NC Sept 2010 page 13), in preparing to defend his Wakefield title,

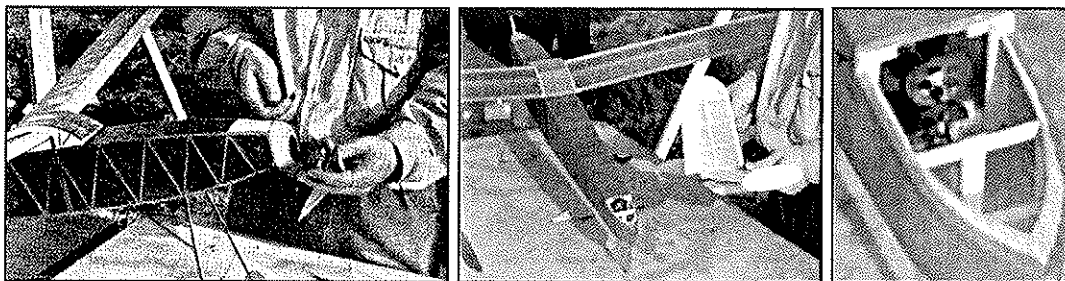


Ellila's 1950 Winner, compare to last months 1949 model 3-view

Arne had built a new model following the growing contemporary fashion for long fuselages, designed for a single skein motor.

However, following unsatisfactory test flights, and with the contest date fast approaching, Arne decided to discard this design concept at the last moment.

Instead, he quickly built a shorter fuselage and reverted to a geared twin skein motor, which had served him so well in 1949.



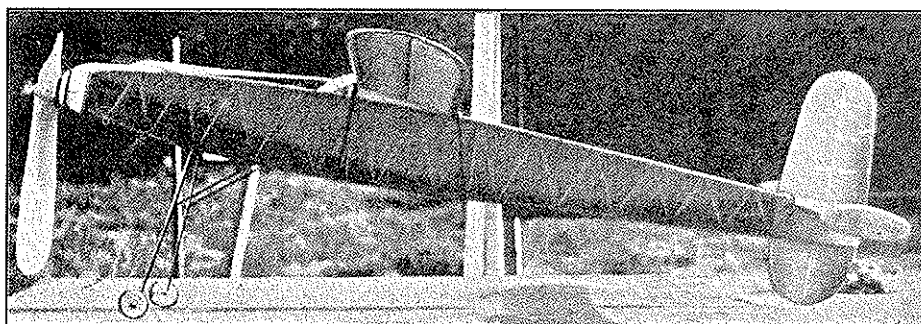
Close-up of fairings for nose block to forward fuselage and wing mount

Wide rear fuselage to accommodate gear set with provision for DT

Detail of twin return-gears, appear larger than on Ellila's 1949 model

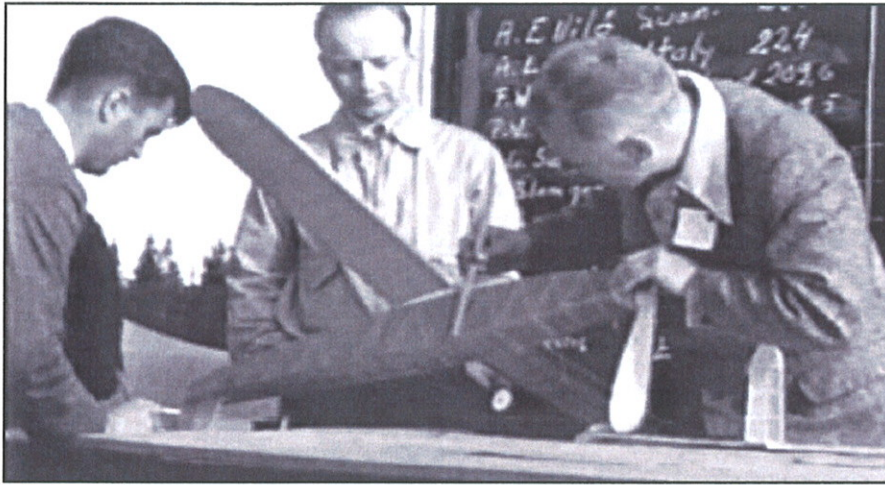
This later model, as shown in the museum photo, used Warren truss construction for the sides, with a wider rear fuselage to accommodate much larger gears. The airfoil was described as being self-drawn, but closely resembling Sigurd Isaacson's series of airfoil of the time. Several other differences between the 1950 and 1949 models are noticeable: a more rearward wing location, higher incidence presumably due to more forward CG and faired-in wing mount. But most importantly, the 1950 model utilized a turbulator, located close to the LE of the wing and being rather large at 1 mm square (ie. slightly over 1/32 inch sq). The tailplane and top fin is mounted above the rear end of the fuselage, perhaps indicating that a DT was now being used.

The twin gears were powered by 1/4 inch flat Dunlop rubber of 14 strands, wound to 1,200 turns, which provided a 2 minute motor run in the benign calm conditions which prevailed throughout the contest. The propeller block assembly mounted in a rather neat looking nose fairing, to the main fuselage structure. The Wakefield history book refers to Arne having broken the propeller during a last minute test flight the night before defending his Wakefield title. The repairs evidently survived the rigors of the day, but only just.



Side-view shows broken propeller blade resting on top of fuselage

It is noticeable that during processing of his winning model at the end of the contest, that one of the blades had again broken (probably the same one) when the final winning flight had landed. One can only wonder how much this defect might have loomed in his thoughts throughout the day of the contest ?

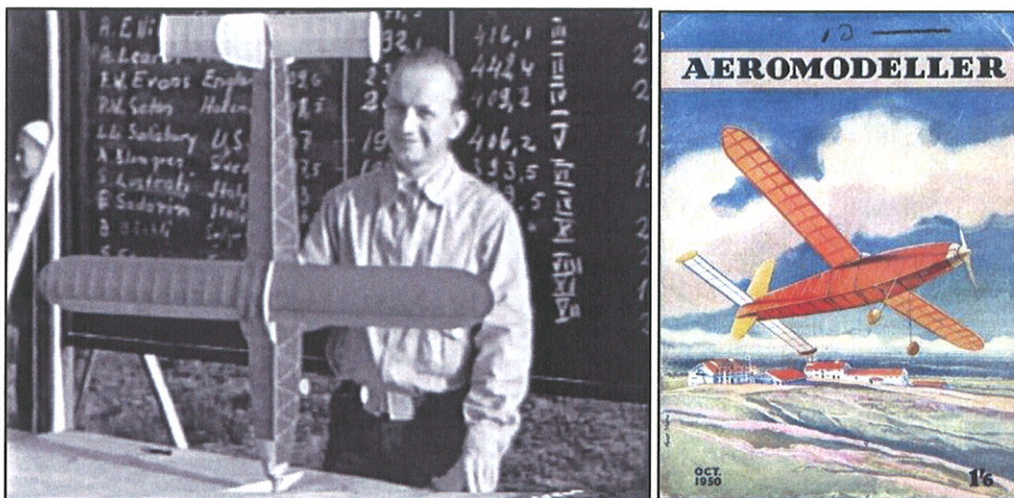


Tense moments during post-event processing, with broken blade on table

However, Arne Ellila led the 1950 contest from start to finish ending over a minute clear at the top, having recorded the highest flight time for both flights one and two. Only Leardi Italy, and Stevens GB, achieved flights just a few seconds longer than Ellila in flight three. Both Italy and GB had 3 competitors in the top 10, but there was no Team prize in those days.

GB achieved the highest cumulative results: Evans 2nd, Stevens 5th, Warring 10th, and Knight 14th = 31, compared to Italy's results of 3rd, 7th, 9th, and 25th = 44.

As has been lamented recently in Editorials in other UK model journals, ..."tis a pity that no such similar museum collection exists in the UK". I wonder if there might be room found to augment collections at existing locations such as Old Warden or Middle Wallop, recognized as "adopted homes" of model flying that could also attract more visitors to these venues as a win-win for both modellers and the museums? Or can we find a better venue for a National Model Aircraft Museum, at a location also suitable (in size and weather conditions) for regular outdoor flying events throughout the year as a focal point for all things F/F, old and new?



A smiling Arne Ellila savours his consecutive win of the Wakefield Cup and the model featured on one of the renowned Aeromodeller cover paintings

Martyn Cowley (USA)