



By R. ČÍŽEK

# XL-56b.

## A new rule Wakefield with an outstanding pedigree and remarkably simple construction

THE WELL-WORN SAYING that "when an aeroplane looks right, it will perform right" is very true, and when we referred to Radoslav Cizek's Wakefield in our report of the 1956 Contest at Hoganas, Sweden, saying that his XL56b was one of the best proportioned machines at the contest, we were by no means mistaken. The design dates back to early 1954 when Cizek was selected to be the sole Wakefield representative in that most exacting of all model contests, the "People's Democracies International", then held in Moscow.

At that time the wing was mounted directly on to the fuselage and a slightly modified version was flown by Radoslav in the 1955 World Championships at Finthen in Germany. A sheeted fuselage variation was taken to represent Czechoslovakia in the 1956 "People's Democracies" contest in Budapest, placing first with a perfect 900 seconds score. Modifications were applied to strengthen the wing, experiments were made with turbulators and at the 1956 World Championships, using the 80 gramme motor to the rear peg, it placed 16th with a total of 760 secs. This was the last of the 80-gramme Wakefield events, and immediately after its conclusion, speculating on a change of rules, Cizek began flying with 50 grammes of rubber finding very little change in trim apart from the necessity

to move the wing forward. At the moment, his 1958 version with the fuselage covered in  $\frac{1}{16}$  sheet and wing mounted on to a built-up sheet pylon (details of which are incorporated in the A.P.S. drawing) stands a good chance of being in the 1958 Championships representing Czechoslovakia at Cranfield in August.

### 50-Gramme Experience

Although the drawing gives earlier undercarriage details, it will be realised that this is not necessary for either International or home contests. With more than eighteen months of experience of flying with the 50-gramme motor, Radoslav's design provides the opportunity for those without any Wakefield experience to get started straight away on the right lines with a model capable of breaking the 3-minute maximum figure.

Construction is easy and does not employ thin fiddly material as have so many other high performance designs in the past. Use of close rib spacing provides a warp-free structure within anyone's capabilities and with dual purpose arrangements of wing and motor peg positions it can still be used for both open and the 50-gramme Wakefield events, a rare combination which goes to prove the point in our opening sentence.

*Wing mounting and rear fuselage detail shown at left is for the original XL-56b flown with 80 grammes of rubber in the Moscow, Budapest, Finthen and Hoganas Internationals. Plans show the 50 gramme rule development where both the wing mount and rear motor peg are moved forward. Details of 1958 modifications are incorporated on full-size APS plan*

