

Victory and Liberty Wakefields

Early in 1940 John M Larsen of Farum, Denmark was a student and a keen model builder. Being an avid reader of *Model Airplane News*, he digested the articles by C H Grant and when he designed a Wakefield in April 1940 it incorporated certain Americanisms like a single-leg snap-up undercarriage, a folding propeller and as might be expected used a Grant X-8 aerofoil. Presumably this was John's 14th design since it was simply named 'JML-14', it was a success from the start and was capable of good performance. Following the German

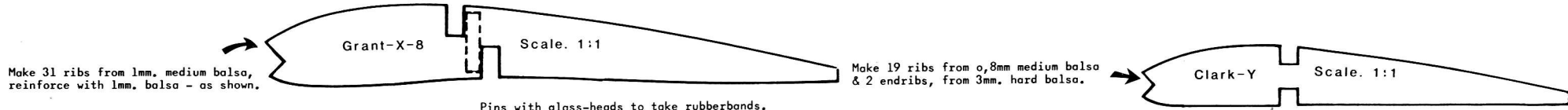
occupation of Denmark, it was forbidden to display any names or slogans of a derogatory nature towards the occupation forces and it was in keeping with John's nature that he decided to name his model 'Victory', whether the large white letters of this name were applied to the red fuselage at this time or not is not known but let John tell the story:-

"In 1941 it placed me in the Danish team which should have taken part in the Nordic Champion Competition in Sweden but the team was not allowed to go. In September 1942 'Victory' took part in two Danish National competitions and won the Danish Championship on the second Sunday in September, a fortnight later it won the Championship for Zealand, which was held at Hillerød. At the beginning of 1944 I started building another example, really a 'Victory Mk II', but the Gestapo came into the picture before I could finish it, so I had to leave it on the building board, unfinished. There it remained for a year, until Monty came along with his British Army on 5th May 1945. I was lucky enough to return to my home on the 6th May, although I was in a bad state. As soon as I recovered from a long illness I finished the model and called it 'Liberty'! Thanks to you British people. (What John merely hints at above was a period of concentration camp internment and it was the terrible conditions that he experienced that undermined his health during the 12 month "enforced stay". Ed) In July 1945 we had a Danish team in Stockholm, Sweden, for the first time after the war and I was able to be there with both models.

In August 1946 I joined the International Meeting at Eaton Bay bringing the models along but did not have much luck, I broke my best "Brown-rubber" motor during the test flying and was unfortunately not able to get 'Victory' back into trim after a difficult over-night repair. 'Liberty' was in reserve, but had a motor of German substitute rubber

called "Buna", so it did not get a real chance, although your take-off picture is among the finest ever made. (See the frontispiece of October 1946 *Aeromodeller* for this splendid action photo, Ed.) A change in the rules meant a new tailplane for 'Liberty', which was flown by proxy in the 1952 World Championships at Stockholm, but originally the two models were identical."

John's two models still exist and he drew the attached working drawings in January 1976, copies of which have found their way to places as far apart as Japan, USA, Sweden and UK. This has resulted in the appearance of several replicas, the best known one here being the excellent example made by Peter Michel, the SAM 35 Membership Secretary, photos of which have appeared in previous Vintage Corners (September 1981 and 1982).



Make 31 ribs from 1mm. medium balsa, reinforce with 1mm. balsa - as shown.

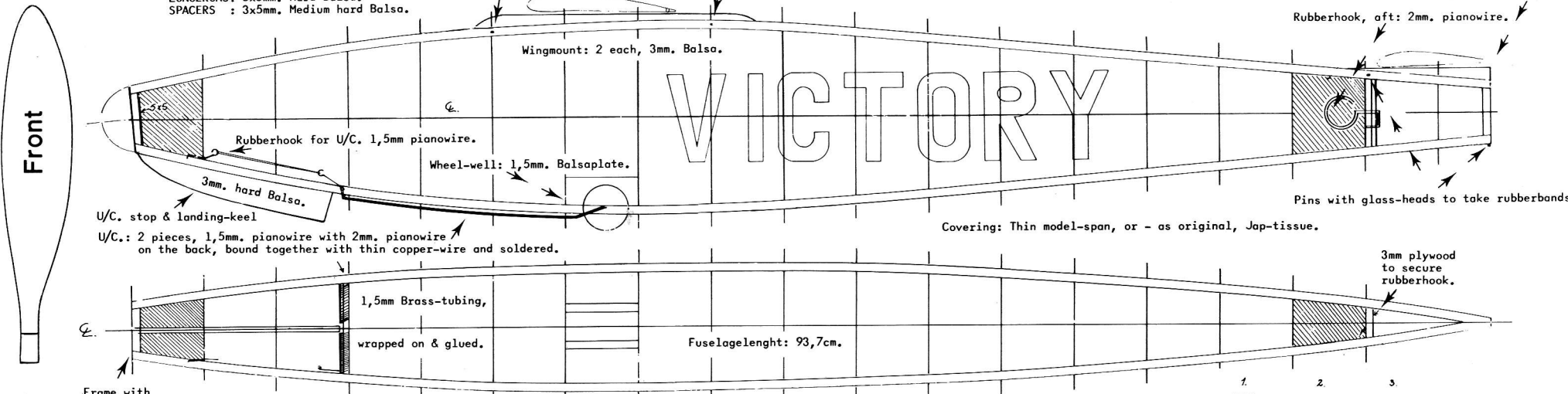
Make 19 ribs from 0,8mm medium balsa & 2 endribs, from 3mm. hard balsa.

FUSELAGE :
LONGERONS : 5x5mm. Hard Balsa.
SPACERS : 3x5mm. Medium hard Balsa.

Name-letters: Cut from plain, white paper, doped-on.

Tailmount: 2 each, 1,5mm. Balsa.

Rubberhook, aft: 2mm. pianowire.



Pins with glass-heads to take rubberbands.

Wingmount: 2 each, 3mm. Balsa.

Rubberhook for U/C. 1,5mm pianowire.

Wheel-well: 1,5mm. Balsaplate.

3mm. hard Balsa.

U/C. stop & landing-keel

U/C.: 2 pieces, 1,5mm. pianowire with 2mm. pianowire on the back, bound together with thin copper-wire and soldered.

Covering: Thin model-span, or - as original, Jap-tissue.

Pins with glass-heads to take rubberbands

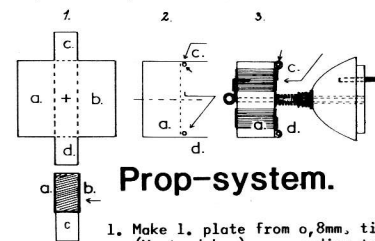
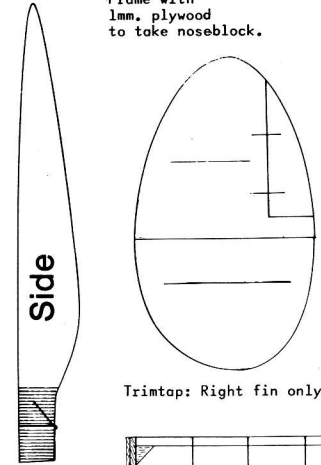
3mm plywood to secure rubberhook.

1,5mm Brass-tubing, wrapped on & glued.

Fuselagelength: 93,7cm.

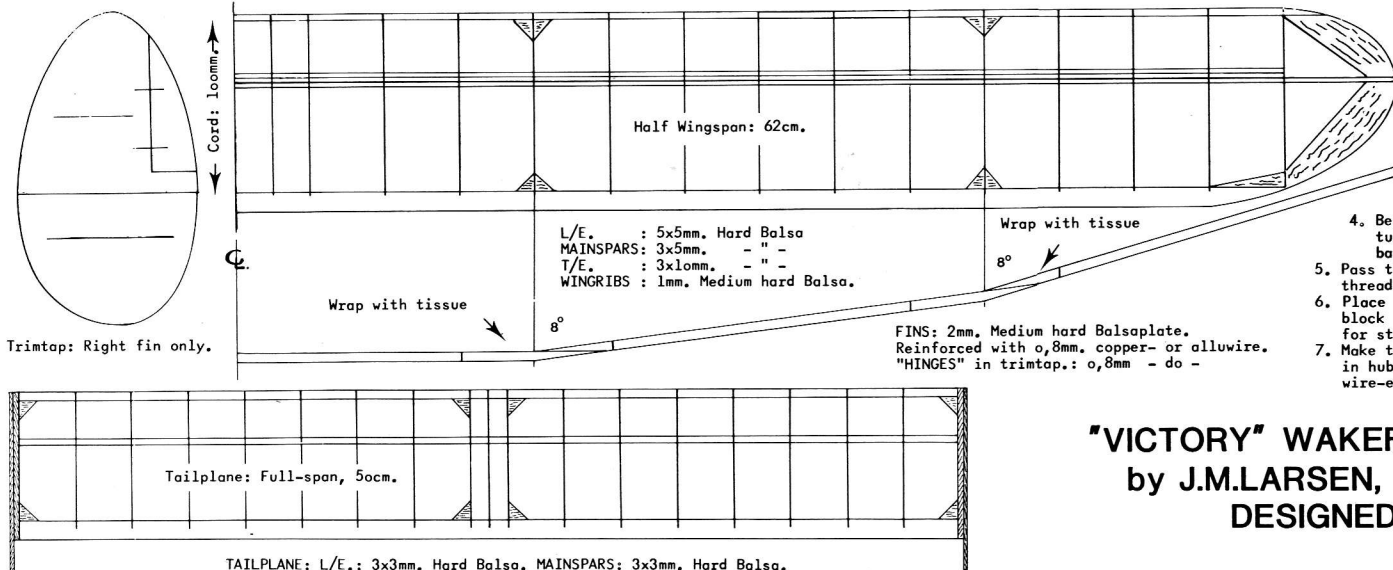
Frame with 1mm. plywood to take noseblock.

Prop-block: Hard- to medium Balsa, Propshaft: 2mm. pianowire.



Prop-system.

1. Make 1. plate from 0,8mm. tinned ironplate (Mustard-box) - according to template.
2. Drill 2mm. hole in plate center.
3. Bend lap a. & b. 90° and glue to prohub with balsa cement.
4. Bend lap c. & d. in right angles and place 2 pieces, 1mm. brass tube in corners and solder. Fold around tubes, down along the back of hub, and solder again.
5. Pass the propshaft through unit and wrap as shown, with strong cotton thread and glue.
6. Place spring, ballrace & shaft in the 2mm. brass-tubing in the nose-block and form a rubberhook from the free end of shaft, allow spacing for stop-arrangement on back of block.
7. Make two hinges from 1mm. stainless steelwire and pass through tubes in hub, bend ends, and place proplades in right position. Press wire-ends into balsa and glue. When glue is secure, wrap even with cot-thread and glue well.



L/E. : 5x5mm. Hard Balsa
MAINSPARS: 3x5mm. - " -
T/E. : 3x10mm. - " -
WINGRIBS : 1mm. Medium hard Balsa.

Wrap with tissue

FINS: 2mm. Medium hard Balsaplate. Reinforced with 0,8mm. copper- or alluwire. "HINGES" in trintap.: 0,8mm - do -

TAILPLANE: L/E.: 3x3mm. Hard Balsa. MAINSPARS: 3x3mm. Hard Balsa. T/E.: 3x10mm. Hard Balsa. RIBS: 0,8mm. Medium Balsa.

**"VICTORY" WAKEFIELDMODEL
by J.M.LARSEN, DENMARK. ©
DESIGNED 1940**

Scale: 1:4

Drawn by: John M. Larsen. Folehaven 11 3520 FARUM. Denmark. in January 1976