

Betreff:Re: WWI rule change.

Datum:Tue, 17 Jan 2023 11:35:59 +0300

Von:Берекет Игорь

An:

Kopie (CC):

Hi Reiner. Hi friends-pilots.

I am glad to read news from you. The fact is that I saw several WW1 models with a double-convex profile. These models are faster, more maneuverable and easier to fly. I believe that it is necessary to keep the WW1 class in historical plausibility. The description of the allowed profiles was simply inadvertently lost when the old rules were edited. Moreover, the vast majority of pilots still comply with this rule. Checking the plane of the profile from below is very simple - attach a ruler to the bottom of the wing, this is quite enough. Therefore, I propose that the lost description of acceptable profiles be included in the new edition of the WW1 rules.

1.Old version:

Actual since 2010:

3.1.2.1 The wing

The wing thickness must be 10% or more, measured at the thickest point of the chord.

Exception: Original concave profiles can keep the original thickness.

I did a graphic check. You're right, Clark Y's profile 12% has a flat line from 15%. Therefore, I propose to write in the rules not 10%, but a maximum of 15%. Therefore, we get the new formulation in the rules:

2.New version

3.1.2.1 The wing

The thickness of the wing must be 10% or more, measured at the thickest point of the chord.

The profile has a smooth bottom (no less 85% of the profile length) or has concave bottom.

The ideal profile is 12%. (Clarification)

