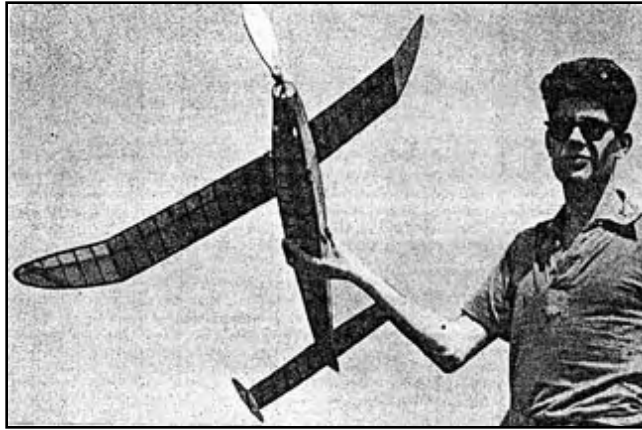


## New Look I - Leading French Wakefield Design by Jacques Morisset



### Description

Prototype New Look 0 was built in 1948 and lost after second flight. New Look I, built immediately after has made between 2/300 flights and outlasted some dozens of rubber motors! In its two years of life, weight has crept up by reason of repairs. Originally 8 ½ oz including 4 1/3 oz of rubber it now weighs 9 1/2 oz including 4 2/5 oz of rubber.

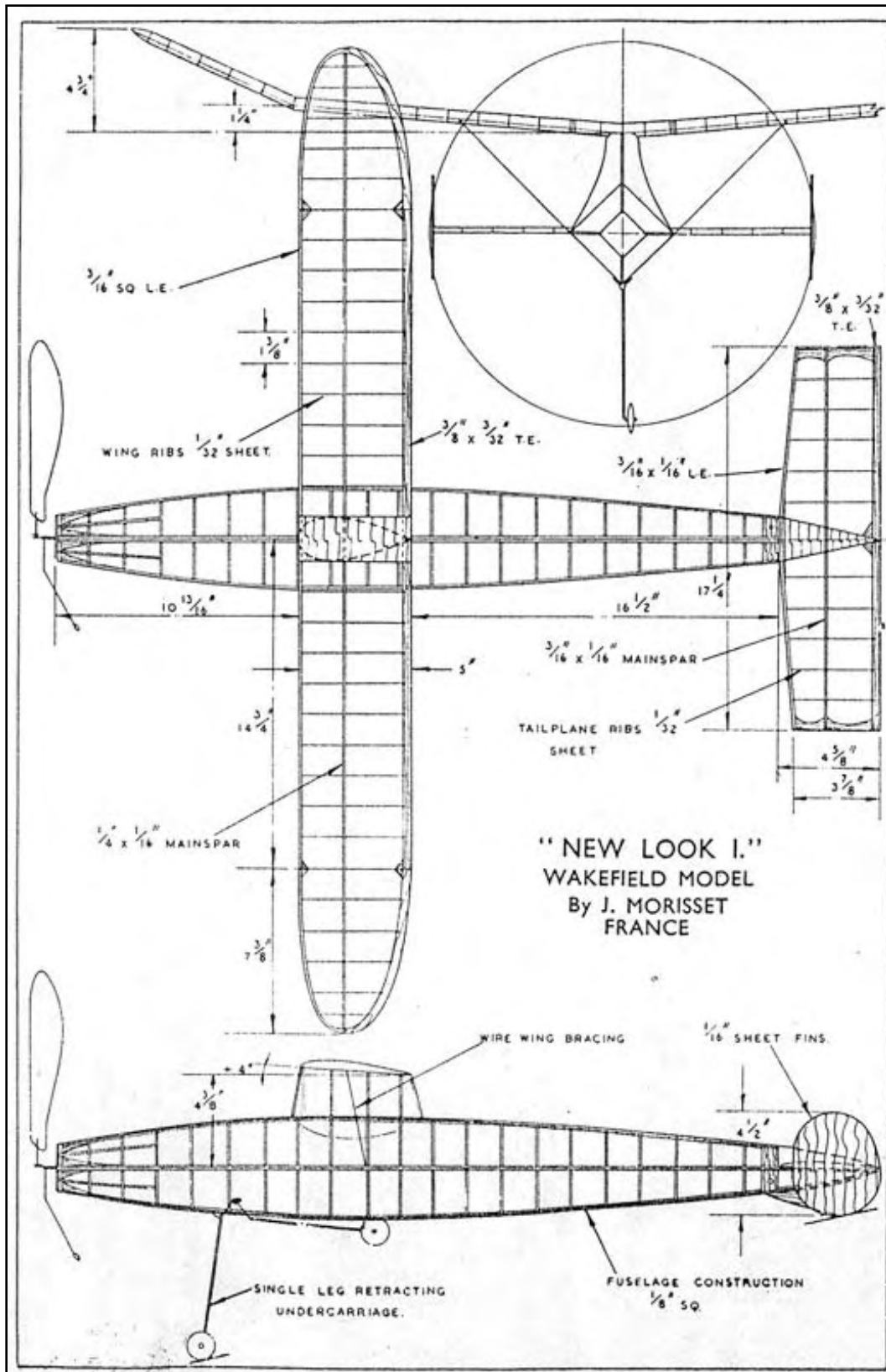
Airfoil is designer's own with thickness of 5.6%, and maximum camber 4.7%, tailplane 4% and 4%. Main-plane set at 4 deg positive incidence and tailplane 2 1/2 deg positive. Airscrew is a single blade folder of 19 in. diameter, pitch 24 in. maximum width 2 5/8 in. rubber motor comprises 16 strands of Dunlop 1/4 by 1/24, 49 in. long. Hook is in the form of an anchor (no bobbin). For contests put on 800/850 turns, giving motor run of about 55 sec. Climb and glide is to the right. Note particularly that there is no down-thrust. Wash-out of main-plane 3 deg.

New Look II is now on test and embodies slight fuselage and pylon modifications and a new propeller scheme in ply and balsa shaped round a carved hardwood block. Weight of Mark II is 8 1/2 oz including 4 1/2 oz of rubber.

### Performance

New Look has won contests in Rouen, Rheims, Troyes, Paris (Championship of France, 1950), Eaton Bray and 4<sup>th</sup> at Brussels, totalling some ten to twelve major successes. Morisset's club, P.A.M. (Paris-Air-Modele) champion club of the year, are building it as the standard machine and have already had second places to the designer at Troyes and Rheims. Other clubs are also building it as a standard design. Still air time on 800 turns is around 200 seconds.

Copied verbatim from 1950 Aeromodeller Annual pages 34 and 35.



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