

BIPLANE DECALAGE

Based on Comments by Dave Reese

Published in the July 2008 Issue of the WHAM Newsletter

Dave's plans show the top wing set without any positive incidence to the thrust line, 0 degrees and the lower wing set at 1.5 degrees positive, relative to the thrust line. The stab was usually set at 0 or slightly negative (trailing edge up). The reason given was that: A biplane is mostly flying on the bottom wing and the top wing is only causing drag. The lower angle of the top wing results in less drag. If the plane stalls, the lower wing will stall first and the top wing will not. This way it maintains lift; this will have the effect of bringing the nose back up helping it recover. He feels that it helps his planes penetrate into the wind better, keeping it from ballooning. The article goes on to say Dave Stott sets them up differently.