

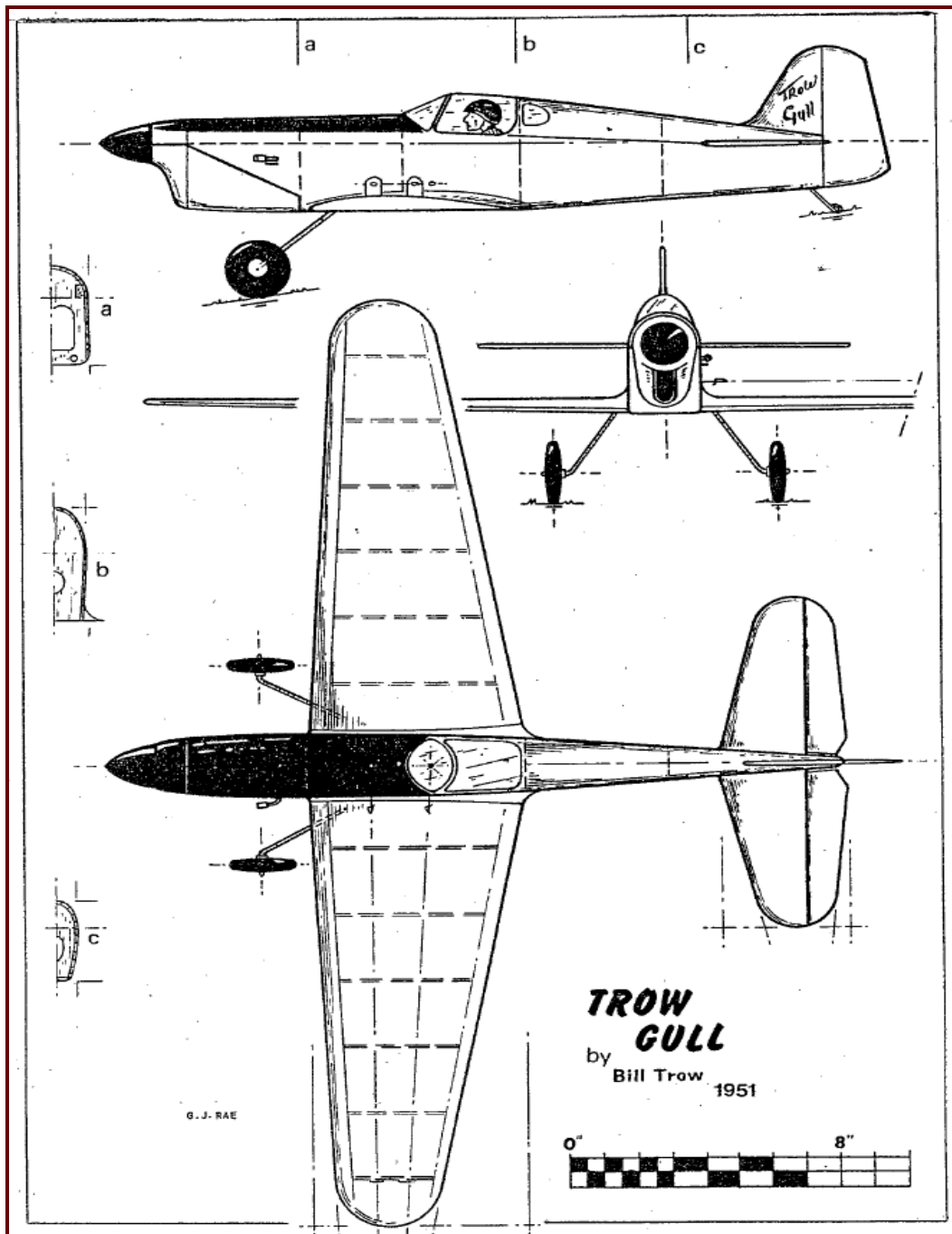
VINTAGE T/R NEWS

NOVEMBER 2005

INSIDE THIS ISSUE:

LETTER FROM THE EDITOR	2
LETTER FROM DICK HART	3
TREASURER'S REPORT	5
TM'S VINTAGE & CLASSIC PLANS	6
VINTAGE CLASS 1/2 A PLAN	10
VTRSIG APPROVED 1/2 A	12
VTR @ THE NATS	13
2005 BRITISH NATS PHOTOS	15
2005 COMPETITION CALENDAR	19
RACING AIRCRAFT BOOK	21
DAVE SHIPLEY LETTER	23
BMFA NATS	24
VINTAGE B COMPETITION	26
LETTER & DRAWING FROM GORDON	28
VSTIG LEAGUE 2005-3RD REPORT	30
TEAM TALK	32
VINTAGE SPEED COMPS	34
EVORA PORTUGAL VINTAGE SPEED REPORT	39
WEATHERMAN SPEED-PETERBOROUGH RULES	42

LEAD STORY HEADLINE: A GREAT BRITISH NATS !!!



SPECIAL POINTS OF INTEREST:

- BRITISH NATS PHOTOS
- THREE VIEW COMPETITION — DEADLINE DECEMBER 31, 2005

LETTER FROM YOUR EDITOR

I feel it time to report on the wonderful, close exciting racing this year, in particular Barton B. The original rules – although slightly modified from the original concept (line length, now 56' and compulsory stops, eliminated) is proving to be extremely popular. There has been an explosion of brilliant own designs providing some of the most beautifully made and finished models that have graced our flying sites. As vintage models are in truth replicas, the sight of these models must surely recreate those heady days when own designs abounded, in all classes. Models that fly smoothly and handle well, coupled with the easy starting characteristics of the Irvine 25 has enabled pitting, to be that much more easy for beginner and expert alike. This class has provided a racing spectacle that was once the norm years ago and this year's Nationals boasted more entrants than any other branch of control line discipline. I was pleased to see ex combat, speed and modern team racing teams returning to the vintage fraternity and having a go. A class that anyone can have a 'go'.

There was even a concor's prior to racing this year justly won (after much deliberation by judges Dave Finch and Terry McDonald) by our VTRSIG Chairman Mick Orchard for his beautiful, own design yellow racer. Photos in this issue.

I am, however, concerned that the Irvine 25 is no longer being manufactured in this country to our niche market. Dick Hart and I pressed Ken Morrissey on Monday and he committed to at least asking the new bosses to consider producing another batch of 50 off plus spares. We will be advised of the outcome.

What will happen if the new owners of Irvine do not commit - then what motor will replace it? Let's not go there. I am sure there will be twice as many Barton B models, complete with the Irvine 25's at next year's Nationals. I for one can't wait.

Roger

FROM ONE EDITOR TO ANOTHER Friday, August 26, 2005 6:41 PM

Hello Roger,

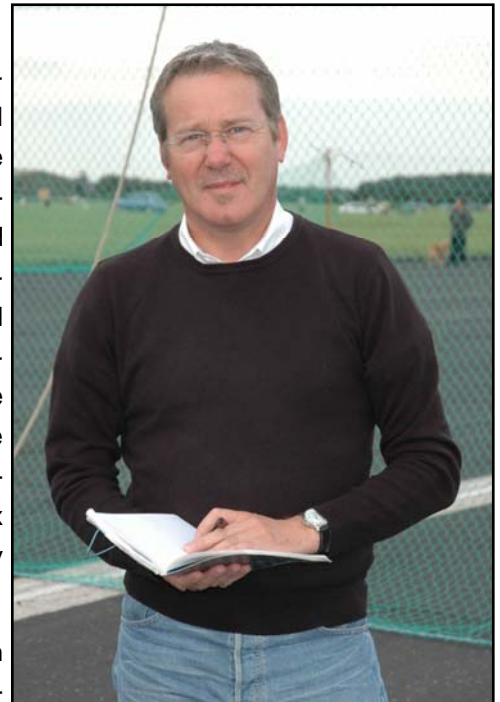
I have just finished reading the latest copy of Vintage T/R News which was forwarded to me by John Hallowell. From one Editor to another, congratulations on a job well done.

You may not already know that my origins in control line flying started in my schooldays in Manchester where I became a member of the Sharston MAC club. My interest waned as local flying sites were lost and my activities turned to other things that tempt young men.

The smell of diesel fumes must have been etched into my metabolism and just one chance visit to a club competition at the local airport here in Melbourne was enough to rekindle my modeling enthusiasm.

It is this historic background that brings me to ask for Dick Hart's contact address so that I can order some Sharston decals for old times sake.

Keep up the good work. **Harry Bailey, Editor of ACLN**



Contact Information

Roger Reese
25 Cavalier Drive
Balmoral Grange
Halesowen
West Midlands
B63 4SQ

email

roger_reese@dolphin-mail.co.uk

Mobile - 07740765290

Work - 01905 741 306

LETTER FROM DICK HART



Well here we are again, basking in the memories of another excellent Nationals weekend blessed with lots of sunshine and no rain, even if the "Barkston breeze" was ever present. The vintage teamrace events were most ably managed by the team of Terry McDonald and Stuart Robinson with master of ceremonies Dave Finch on hand to keep order. It seemed to me that the atmosphere and camaraderie was excellent this year, notwithstanding a pretty intense level of competition and competitive spirit; and this is in no small measure down to the even handed and no nonsense oversight of the Hon President, thanks for your commitment and dedication Dave.

Matthew and I didn't compete in all of the vintage events we would have liked to, but what with me being away for most of the time and him studying, we have not had much practice or preparation time. Although we took our B model we decided not to race since we had not even run the

motor since the US Nationals in 2004. We did enter Barton B and again our lack of preparation let us down. The model is tail heavy making it difficult to fly in traffic, and although I added weight to the nose between rounds, it still needs more. The motor was unrun and I think the tank is too small. Apart from that, I did manage to make a set of lines the right length and thickness...! Hopefully I will find time to put all this right before the next competition we are able to enter.

But enough of our travails, this year the Vintage circle was located to the North of its previous spot which was adjacent the speed circle and is now much more conveniently situated for the main Team Race circle. Although it is still quite a feat to zoom between these circles if also competing in non-Vintage events, all in all it's a much better arrangement for competitors and spectators alike. I was also impressed with the speed and efficiency with which the safety nets were erected and dismantled; thanks are due to everyone who helped. When I showed up Saturday morning to help with the speed circle netting, I believe the Vintage nets were already up!

The number of entries in Vintage seemed to be as strong as ever and even with the extra class of Barton B there seemed to be enough time to get through all the heats. Terry McDonald has written up the blow by blow account and I managed to get pictures of all the finals as well as mugshots of some of the Vintage personalities. As I was taking the photos it occurred to me again that "there must be a story or two inside all of these venerable heads" ...So please, please, take an hour or so to write down a story or two to share with your friends, as long as I am able to pull this newsletter together in its pre-

sent format, with Dawn's help of course, I need stories, articles and reports. I took 28 membership subs at the Nats, both new members and returning members, that's around 75 paid up and honorary members so if everyone sends me two pieces, that's enough to keep the newsletter going for about 4 years... now there's the challenge! Send me your copy and photos, electronically if you can because it helps, but I'll take anything I can get, just as long as I can decipher it!

I have to say that international air travel is becoming more and more of a fag these days. The document checks and searches are becoming more and more onerous. I don't doubt or challenge their necessity but after having made a round trip excursion Houston-New York-Glasgow-London-Moscow-Murmansk-Moscow St Petersburg-Moscow-Madrid-London-Glasgow-New York-Houston over the last four weeks, I think I'm entitled to be a little jaded. I'm actually writing this piece on my penultimate segment to New York, hoping to get to a break point before my battery runs low. Although I have had every kind of body search and paper check with a number of interpretations of what's appropriate; from the somewhat perfunctory Mediterranean approach to the dour British thoroughness and the obsessive American "my way or the highway" but "have a nice day" stance; I think the Russian approach is potentially the most interesting, as interpreted by the Moscow airport security folks at their internal flight terminal. They post a good looking security lass to pat you down, men and women.....didn't see many sour looks or complaints there..!

Anyway my experience remains that to be sure your models arrive in one piece as checked luggage, build them so they fit into a regular hard suitcase, the biggest you can get. Don't pack anything heavy with them, use a second suitcase or bag for your bits and pieces and you stand a good

chance of getting your stuff there undamaged. I brought the B Model, Barton B model and two jet models over for this years Nats, admittedly not all at the same time. The B models take a suitcase each but the jet models traveled as a pair.

My tools and dolly traveled in my clothes suitcase. Usually in the US, if your bag has been inspected, the security people leave a pre-printed note so you know if someone has taken a look. This time I decided to place note of my own in the suitcases explaining what the models were and that I was going to a competition. I don't know if it helped because as far as I could tell, my suitcases were not opened, but at least it reassured me.

As for the jets, I'm sure those of you who were at the Nats heard Matthew and I messing around with them. The weather was so different (in terms of Relative Air Density) to what I am used to flying in the US that I really did not know what to expect. I thought that the metering jet size would have to be much larger for a start. I spent about an hour on Saturday afternoon trying every jet I had and finally realized that the right size was just one larger than I regularly use! By this time I had used quite a bit of air out of the tank and decided that we needed to put in some official flights whilst the weather was good. (Saturday afternoon was the only time that there was little or no wind). Our first attempt went out rich on lap 5, but when we tried again about an hour later, success! Matthew did 192MPH and change, upping the record by about 20 MPH. The engine sounded good, accelerating for several laps as it settled into the groove and we had plenty of range.

There is a saying amongst the senior members of the model flying fraternity, "old age and treachery will overcome youth and enthusiasm every time". About half an hour later Matthew proxy flew my model. It set



From left to right: Matthew Hart, Ken Morrissey, Dick Hart

off like a scalded and very noisy cat after setting fire to my hand twice whilst starting. (Mental note to self; wear a glove next time, you fool!) It sounded rich pretty much all the way through but turned in a speed of 193MPH and change...sorry Matthew!


I learned a lot and wanted to fly again on Sunday but the wind was a bit strong and having set a new record there did not seem to be a reason to risk the equipment. I apologise to those of you who were hoping to see the jets fly again but it wasn't worth the risk. We'll be back next year with some new ideas, hoping to break that magic 200MPH barrier.

Dick

See back cover for purchasing decals.



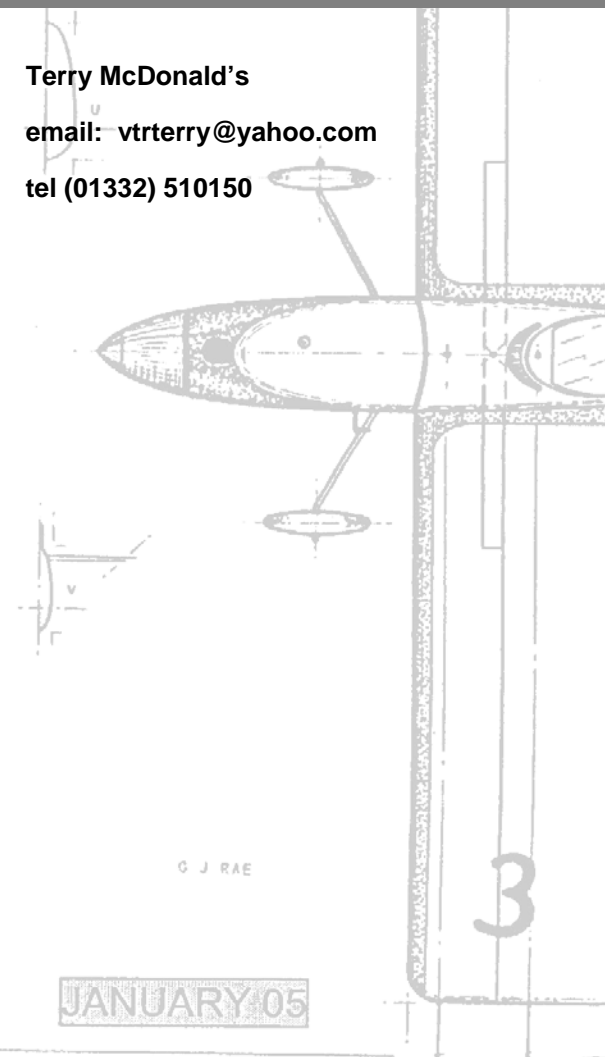
TERRY MCDONALD'S VINTAGE & CLASSIC CONTROL LINE PLANS—2005



Terry McDonald
2 Fordwells Close
Littleover, Derby
DE23 3SU



Terry McDonald's
email: vtrterry@yahoo.com
tel (01332) 510150



G J RAE

3

JANUARY 05

About this Plans Service

This is a non-profit operation and basically, I try to get hold of original plans where possible to give the best possible copies. Sometimes this is not possible especially with the very old or rare, in these cases I have resorted to photocopy enlargements of magazine articles. Once again I have managed to acquire quite a few new (to me) plans. Many thanks to all the good friends who aided me in my search for rarities. Unfortunately, due to increased costs for copying, envelopes and postage, I have had to raise my prices this year. All prices include post and packing; plans are sent folded to approx A4 size. **PRICES ARE: TEAM RACERS—£3:50; SPEED—£3; STUNT (MOST) £4; SCALE £4.** Exceptions are marked.

SECTION ONE—TEAM RACERS

CLASS A - Vintage

- THE A BUS**— J Johnson's RAFMAA racer from the fifties.
- ARAU**—Portuguese racer for Webra Mach I supplied by Julio Isidro
- BATTLER[®]**—1950 racer for Elfin 2.49 etc by Ron Moulton.
- CANNONBALL**—A Scottish design which did well at the Nationals in 1955 — upright engine.
- COMPETITOR**— Australian design from 1951, kit by Hearn's Hobbies.
- DIMPLED DUMPLING**— drawn by Dave Finch from Mac Grimmet's original 1956 model.
- FINGERPRINT**— the Foresters club 1956 Nats winner obtained from Australia FAI size wing for better handling.
- FURY**— Australian Aeroflyte kit design.
- HEARN'S SWIFT**— Australian kit model originally for the Taipan motor, this mid wing model is vintage legal.
- MERCURY MAC**—plan for the kit model, an excellent robust model.
- MERCURY MARK II**— plan for early kit racer— very light, perhaps better for 1/2 A.
- RANGER**— 1951 Keil Kraft kit very built up structure.
- SKYLEADA HORNET**— early kit for the ED Racer, built up wing.
- SHORTY**—weird looking Aussie Nationals winner from 1957
- TORNADO**— an Italian Olympic kit design originally for ST G30, from 1957.
- TARANTULA**—John Horton's Wharfedale design.
- TIGER TERROR**—Jim Muir's 1956 Nationals model drawn by Sam Alexander.
- VOODOO I**—Gordon Yeldham's early design redrawn by Dave Smith.
- VOODOO V**—The Contest Kits 1957 kit design drawn from an original kit (no plan was provided in the kit).

Class B Vintage

NOTE: all designs marked with an asterisk * are eligible for the VTR 2000 type events.

ACCELERATOR - Aussie design from 1957.

AUGGIE—US design from early period by Dave Shipton.

ABLE MABLE*— M.A.N magazine plan enlarged for this McCoy powered design.

BARTLETT BULLFETT - US design, very smart spatted U/C, shoulder wing model.

BLUE STAR - pretty Italian design flown successfully by Dennis Ward amongst others. Enlarged magazine plan.

CHALLENGER— early design by L. Schulman, upright motor, originally for the ED 3.46.

CHATTERBOX* - Second T/R design to be published, April 1949 Model Airplane News, upright engine, butterfly tail. **Two sheet plan so £5**

CHOWHOUND - US designed as flown by Terry Taylor, enlarged magazine plan.

DOUBLE DICE—Charlie Taylor's famous design.

FIREBRAND— Australian model from 1954

FIRECRACKER— US design based on the Keith Rider Thompson Trophy racer.

FIRECRACKER— 1950 B racer from Australian Model Hobbies

FIRECRACKER 2—Later version of the Firecracker also from magazine article.

GOOD NEWS— Monarch kit plan, handsome but rather large model with spatted undercarriage. Also available as Sam Alexander's redraw.

JACK OF DIAMONDS— Ken Muscutt's Nationals design again a **two sheet plan so £5**.

JEZEBEL— US plan by Hank Bourgeois, swept wing racer with a jet plane look.

KESTREL— Sam's redraw of the Model Aircraft plan.

THE KEY* - Keith Storey's 1948 design the first T/R design to be published in March 1949 Air Trails. Upright engine, sheet wing—flies well.

LAPMASTER— Australian plan

LIL' LULU*— Norman Butcher's long lost design from 1950, Law's kit plan.

MARAUDER— Nationals winner by the Martin Brothers

MERCURY MARK I*— Mercury kit plan for Frog 500 etc.

MEW GULL* - near scale model designed by Cal Smith.

NEMESIS*— Handsome 1950 Italian design, upright motor.

3



Above: Joe Myszka makes a catch during the 2005 B final.

OLE SLIPPERY*— another Cal Smith design from the US a nice looking aeroplane.

PACER—handsome but frail Keil Kraft kit plan.

THE QUEST— another design from Keith Storey one of the FAST Club founders of Team Racing.

RACER—by Dave Shipton USA—early but pretty design.

RACER*— by Rudy Panko USA— early and lovely looking.

RAMBLER— George Moir's 1954 US Nationals winner for Fox 29 power.

SS RAMBLER— The following year's winner—very small and lively model.

SCRAMBLER—Elliptical winged beauty, enlarged from US mag plan.

SCOUT* - KK kit plan, biplane

SHADRACH*— Hank Bourgeois' 1950 design for inverted McCoy 29.

STARBOMB—Aussie kit plan for B racer originally in a magazine

THE SHEIK— US magazine plan enlarged.

THUNDERBIRD—original Sid McGoun design for Mercury kit,

WHITE XI AND XIII— Don Walker's Nationals winning designs.

WRANGLER— Peter Chinn's drawing of Pete Wright's successful St Albans Club racer, originally published in M.A.N.

CLASSIC TEAM RACERS.

All these designs are eligible for Classic Team Race events run to the Bilston Club's Rules.

CRESCENDO— Aussie design by Ken Taylor for OS 29 III (1961)

HEARN'S SWIFT— later low wing version of the Vintage A design, from Australian kit manufacturer.

JOKER— Aussie design by Dave Kidd for ETA 29

KEN LONG'S FAI RACER— Tigress III, I believe, free plan originally in Model Aircraft. Very sleek, monowheel.

LONG GONE— Ed Heiser's US Racer from 1962 MAN

PRONTO—Adrian Bellamy's Aussie B racer.

TEMPO— US design for the Oliver Tiger.

VINTAGE 1/2 A TEAM RACERS

MIRAGE—diminutive Frog kit plan for 1/2cc

HORNET—Frog kit plan

MERCURY 1/2 A - kit plan, designed by Henry J Nicholls.

ZEPHIR—1951 biplane by Aeropiccola of Italy—short on wing area.

SECTION TWO— VINTAGE SPEED

ARKANSAS TRAVELLER— early design by H Thomas for McCoy 60.

BARRACUDA— another of my recent Italian acquisitions.

BULLET—1948 design for the Mills 1.3!!! (but would go nicely with a Frog 4 150 or Elfyn 1.49).

GAY LADY V— 18" span for McCoy 60 ex Air Trails.
HEARSE— C Shaw, 1949 for McCoy 49 - reduced size drawing plus full sized parts. Plan could be blown up at extra cost.
MILEMASTER I— Proto speed for 29's vintage legal. £3.
NAPOLEONE— 1948 Italian design for 10 cc motors.
NEEDLENOSE— C Shaw design for Fox 59, reduced size drawing.
NERONE - 1948 Italian design for 3 cc motors.
QUARTER WHAMMY - 12" span for Bantam 19 ex Air Trails.
SCREAMLINER— Hartlieb, 1950, 0.8 sized version for 29.
SIZZLER— Cal Smith 1947, 0.7 x original for 29.
SPEEDEE—1950's Graupner plan, 376mm (14.8") span for 2.5cc motors.
SPEED KING— Amato Prati's record holder.
SPEEDWAGON 29B— 15" span for McCoy or Dooling 29, 1953.
WHIRLAWAY C—14.1/2" span for Atwood 49—ex Air Trails.

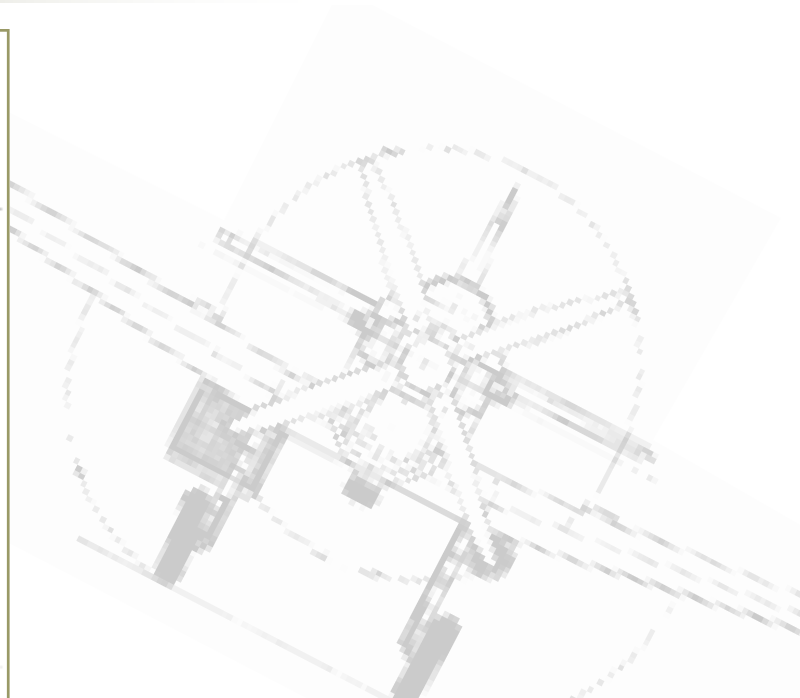
**SECTION THREE
 STUNT AND SPORT.**

AEROBAT— Frog kit plan, flapped model for 2.5 cc. £4
ALL AMERICAN— 36" wingspan version for 19 to 29 sized motor, plan from Dmeco kit. £4
ALL AMERICAN— 51" version £4
ALL AMERICAN JUNIOR— 1.5 cc, 26" version, £3:50
ALL AUSTRALIAN II— Hearn's kit unflapped span for 49 motors, £4
ARES— beautiful American design by Bill Werwage for 35 motors; two versions available:-
 1. American Modeler magazine plan (2 sheets) - £7:50
 2. Ambroid Kit plan, slightly modified (2 sheets) - £8:50.
ARGUS— Detroit stunter for 35 motors by Steve Woolley £4
BABET— 1948 stunter for Amco 3.5 Superscrew Kit, £4
BLACK HAWK—Walt Pyron P40 lookalike 46.5" for 35s £4
BLACK TIGER—another P40 ish plane 42" for 29—35 £4.
BOJO—1949 Air Trails plan Bipe for 29 motors. £4
BOUNCER— Les Organ design for 2—2.5 cc 1947, £4
BIG BOUNCER— Scaled up version for 49—61, 1949, £4
BUCKJUMPER 1— 1950 flapped model 35" span for 19 —29, £4
BUCKJUMPER 2—Aussie 1952 stunter for 15—29, 38" span. £4
CADET— Hearn's Hobbies kit 30" span for 2.5 cc
CENTAUR— 35 sized Aussie stunter 50" span, 2 sheet plan £6
COBRA—Mercury kit redrawn for 19—29 motors £7
COBRA— MS Plan for Mills 1.3 powered biplane:£4
COMBAT STREAK—full fuselaged Peacemaker/Flite Streak 42" or 36" George Aldrich design for US Combat, £4 each size.

5



Above: A brace of Vintage 'B' Double Dice by Dennis Ward.



RAMROD—reputedly the best Aussie kit stunter from the Classic era, 48" span for 29 motors, two sheet plan £6
RINGMASTER—MAN 1951 plan drawn by Pat Leeman for 29 motors, £4
SLEEKSTER—Elegant spatted stunter, 54" span £4
SKYSTREAK 26— KK kit plan and parts for 1cc: £4
SPECTRE—KK kit plan Dave Platt design for 2.5—3.5cc; £4
STILETTO—elegant 34" span 2.5 cc ship from Australia £4
STUNT QUEEN—Keil Kraft kit plan of 1950 Gold Trophy winner by Brian Hewitt, £4
STUKA STUNT— Don Still's 1952 US Nats winner (2sheets) £6
SUPER SKYLARK— early Hearn's kit for 29s, 39" span £4
SUPER STUNTER - 1952 Graupner plan for 1.5cc motors, £4.
TALON— KK kit plan for 2.5—3.5cc powered flying wing: £4.
TONY JUNIOR—Gremlin kit plan by Frank Warburton, 42" span for 2.5—3.5cc motors, £4
TOREADOR— big brother of Picador, Mercury kit plan for 2.5— 3.5 cc motors, flying wing stunt/comb(?) : £4.
VIPER— Mercury kit plan for profile stunter 27.5" span for 1.5cc motors. £3:50.
WILDFIRE II— Australian stunter from 1953, excellent performer in three sizes for 19 (39"), 29—35 (52") and 49—60 (original 56") £4
X-PENDABLE— 1953 design for 29 motors 38" span, £4.
ZILCH X— 48" span for 35 motors, £4.

PDQ DESIGNS

John Jones and Hilary Kahn have produced a set of authentic drawings of the American PDQ kits which dated from the late forties to the sixties: All are priced at £4 and include copy of the building instructions.
PDQ TRAINER—rugged all sheet model for 2.5 cc
BABY CLOWN— for 1.5 cc 22 1/2" span
FLYING CLOWN— 1948 design by Matt Kania 28" 15—29
CIRCUS PRINCE— 27" span for 15—29.

COUGAR—Midwest kit plan, for Johnson 35, designed by Hi Johnson £4.
CUGAR—Graupner 44" span Stunt model for 29—35 motors, 1955 design, SAM 35 OTS legal. 3 sheet plan £8
DERVISH—Cyril Shaw's snazzy design for 1.5cc motors. £4
DIESEL DEMON—1947 Aussie sport model for Mills 1.3: £3:50
DE BOLT SUPER BIPE—early biplane stunter; £4
DEMON—Hearn's kit for 5cc, 41" span £4
E4A—German flapped profile model for 2.5—3.5cc designed by Karl Gnewikow in the early fifties. £4.
FLAPJACK—Hearn's kit for 19—29, 39" £4
FLAPPY—Svenson kit plan, designed by H Stouffs for 3.5cc £4
FIERCE ARROW—54" flying wing for 35 motors, 1957 MAN plan enlarged; £4.
FIREBIRD—Keil Kraft kit plan, flapped profile stunter for 2.5cc. £4
FOKKER DVII—Norman Butcher's scale stunt winner 1948/9, £4
FRISKY—Hearn's kit for 2.5 cc, 32" span, £4
GAZELLE—Keil Kraft kit plan profile stunter for 1.5 cc.; £3:50
HEGI 50—German kit plan by Schuco, for 2.5cc motors, 37.5" wingspan early fifties by appearance. £4.
HELLCAT—1.5 cc design from Hearn's, 25.1/2" £4
HOBGOBLIN—sport bipe for K & B 19, Flying Models, 1957, £4
HOTSHOT—Ken Marsh's 1950 stunter originally published in Ian Allen "Model Aviation", redrawn by Alan Walker, 36" span for Amco 3.5 PB, £4
LION TAMER—PDQ kit from the fifties 45" span 29—35, £4
MADMAN JUNIOR—elegant 1948 stunter for 29 power £4
MARLIN—Mercury kit for Elfin radial originally, Spitfire-ish £4
MARQUIS—KK kit plan for 1.5cc, flaps and trike U/C
MARVIN—Mercury kit plan for 1.5cc £4
MATADOR—German stunter for 2.5 to 3.5cc 1022mm (app 40") 1955 design by Hermann Rieger. £3:50.
MILLSBOMB II—Halfax kit model from 1949 for Elfin 1.8: £3:50.
MONARCH—Mercury kit plan and parts for 2.5—3.5cc, 2 sheets: £5.
NEW JUNIOR MONITOR—hollow log fuselage version for 2.5cc motors; £3:50.
NAVY FIGHTER—sixties design by Frank Warburton for 2.5—3.5cc, kit plan. £3:50
NOBLER—MAN plan for George Aldrich's great design: £3:50
PANTHER—Graupner plan for 2.5—3.5cc motors, wingspan 1800mm (63") upright motor design from the fifties. 2 sheets £5:00
PICADOR—Mercury kit plan, flying wing for 1.5 cc: £3:50
PRECISION PLAYBOY—1948 stunter designed by Ron Warring, very similar to the Defender but for 1.5 to 2.5cc, kit plan. £4

6



Above: Jim Springham's Warfdale 1/2 A model.

Below: Joe Myska's Vintage 'B' Double Dice.



SECTION FOUR SCALE

MODERN HOBBYCRAFT CORP. plans— all circa 1943/4 and designed for motors 19—23ci. All priced at £4:-
AIRACOBRA - 33" span, **HELLCAT** - 37" span; **P-40F** - 32" span;
SPITFIRE IX— 32" span.

-0-0-0-

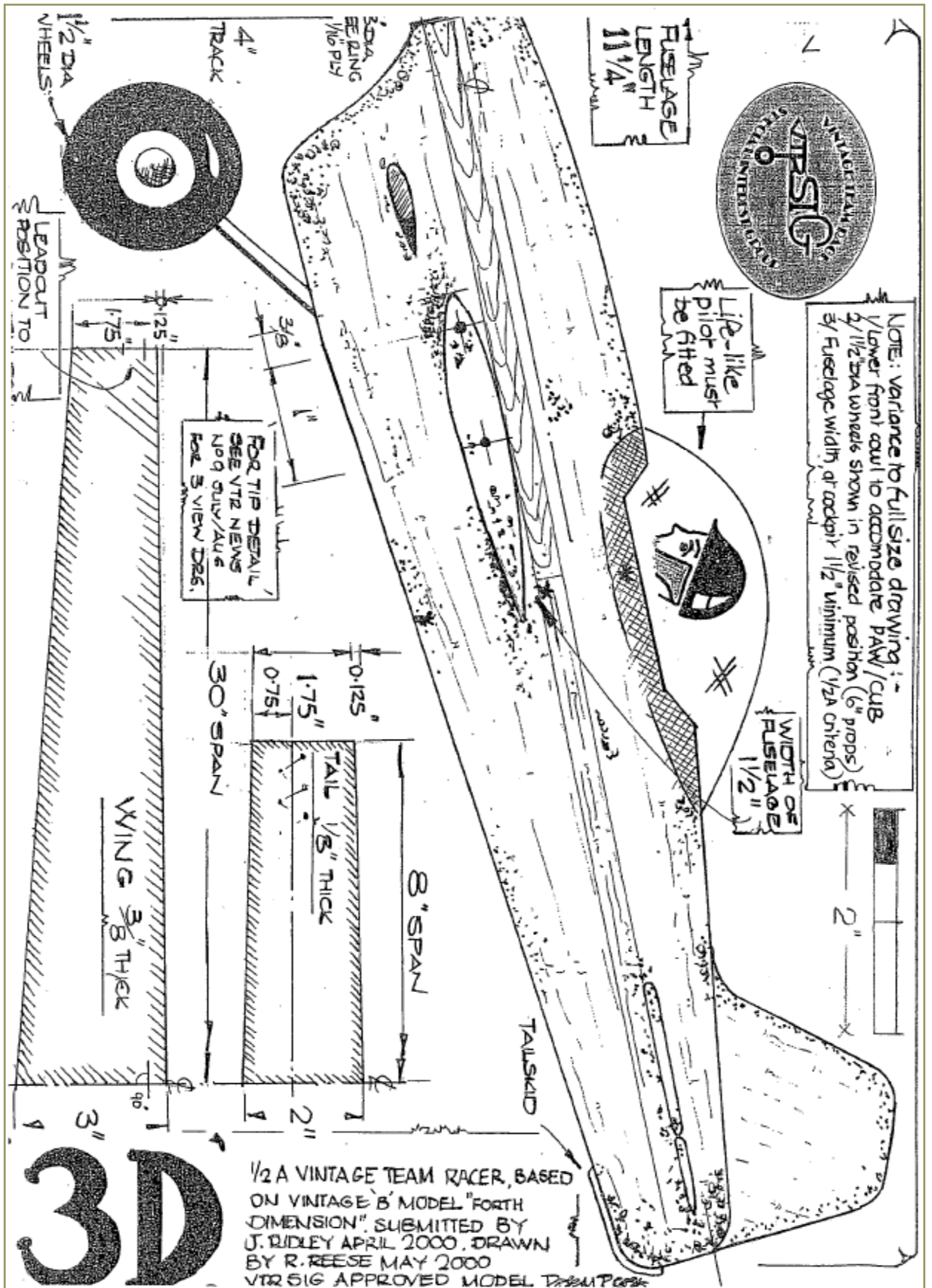
AUSTER - 27" span for ED Bee, Skylessa kit plan ca 1949/50 - £3
CAUDRON RACER - 22" span for Fox 59!!!, plan by Walt Musciano, Air Trails 1949: £3.
CURTISS R3C1 - biplane racer 22" span for Arden 199: Air Trails 1949: £3.
CURTISS P-40 WARHAWK - 32" span for 19—23 motors 1943; £4.
DE H 4 - by Musciano, 39" span for Atwood, Glowdevil etc; Air Trails 1949; £3.
DE H 88 COMET— by Musciano, 32" span for 2 x 09 glows: £3.
FOCKE WULF 190—Graupner kit plan from 50's, 2 sheets, £6
HAWKER TYPHOON—small sized model for 1.5cc US kit plan. £3
HURRICANE— 36.1/2" span for McCoy 35, Air Trails: £4.
MESSERSCHMIDT 109—Graupner kit plan from 50's, 2 sheets, £6
MISS LOS ANGELES - raceplane, 23" span for Ohlsson 23, 1944; £4.
SKYRAIDER - 43" span for O and R 60, 1951 Air Trails (slight cropping) £4.
TWIN MUSTANG F-82 - 40" span for 2 x 23, Air Trails Annual 1951: £4 (mine flew well on two PAW 2.49's).

THE BOB PALMER COLLECTION

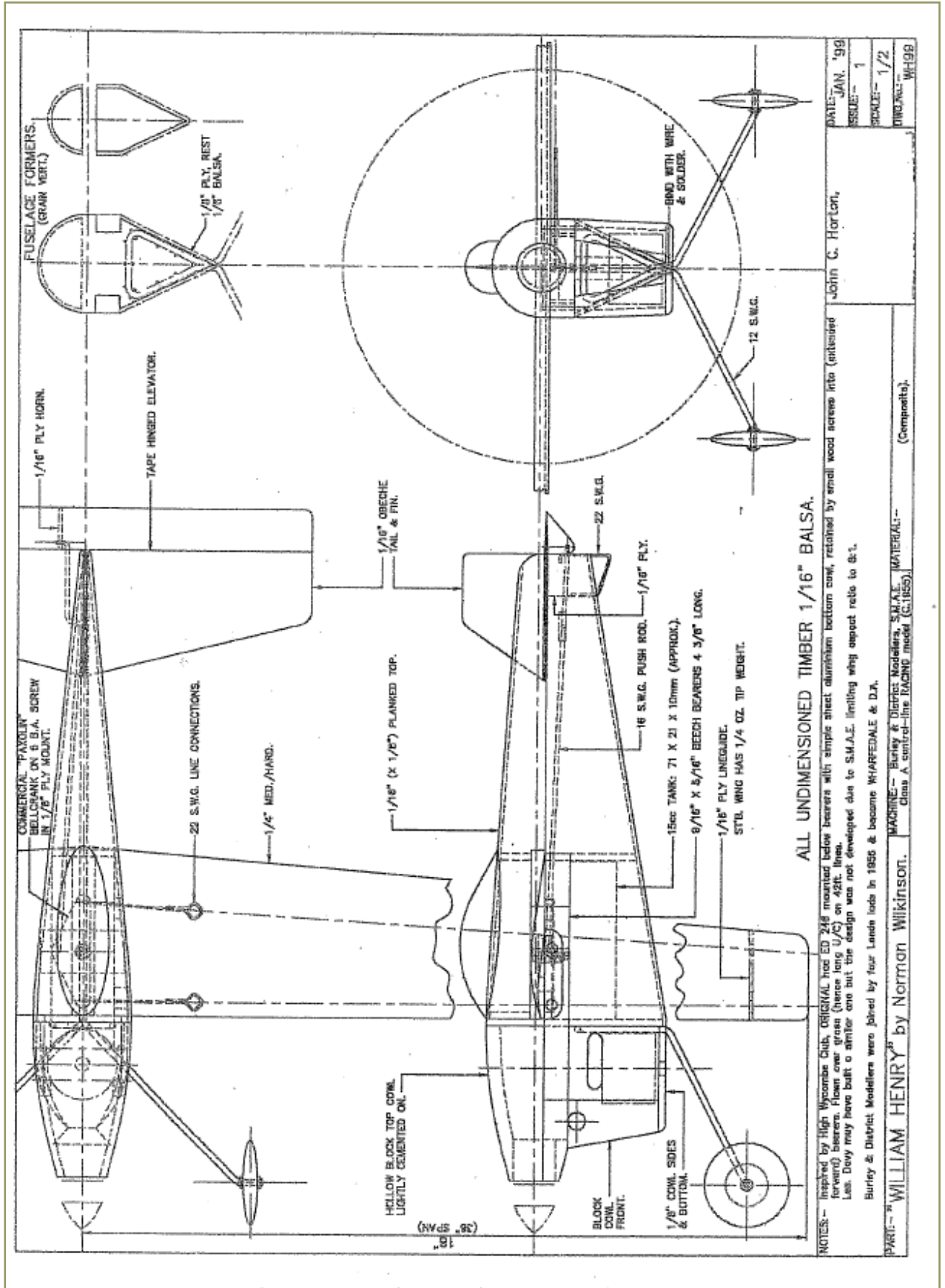
I've been lucky enough to acquire a number of **MAN** and **Flying Models** plans of Stunters by Bob Palmer:-

GO DEVIL— early flapped stunter, 53" for 49—61, £4
HI BOY—high wing stunt model from 1954: £4
MARS—twin fins and trike u/c from 1952: £4
POW WOW: Classic stunter from 1958: £4
SMOOTHIE: Another 1952 classic, 52" for 29—35 motors: 2 sheets £6 but can also include the kit building instructions for £7.
SKYSRAPER: Bob's late design, 62" for Veco 45: 2 sheets, £7.
VENUS— Chubby stunter also from 1952: £4

VINTAGE CLASS 1/2 A
RE-ISSUE OF PLAN-ISSUE 9 / AUG 2000



VINTAGE CLASS 1/2 A
RE-ISSUE OF PLAN-ISSUE 9 / AUG 2000



VTRSIG APPROVED VINTAGE CLASS 1/2A DESIGNS

VINTAGE CLASS
1/2A DESIGNS

½ MIDGET
 3 D (THIRD DIMENSION)
 ART CHESTER'S JEEP
 CREAM PUFF
 DIDDY DICE
 FIREBRAND MITE
 GNAT
 HORNET
 HESTON RACER
 J.R's 6.5
 LEVERET
 LITTLE STAR
 LITTLE WARRIOR
 MIRAGE
 MUSCIANO SPECIAL
 MIRCURY 1/2A
 NURK
 PAW PRINT
 PANKO BABY
 P40
 RAF RACER
 RANGER (KK)
 SHAZARACH
 SKEETER
 TEMPEST
 THE WEAVER
 THUNDER THRUSH
 WEE BIPE
 WHARFEDALE 1/2A

R. Reese
051005

John Harte
33 Rutland Street
Christchurch 8001
NEW ZEALAND

29 July 2005

Roger Reese
25 Cavalier Drive
Balmoral Grange
Halesowen
West Mids B16 4SQ
ENGLAND

Dear Roger,

Thank you very much for the latest batch of Vintage 1/2A plans that you have sent me. All four look like great models! The "Jeep" looks very interesting and would certainly turn heads but all four make great additions to those plans that you have already sent.

I have distributed copies of your 1/2A plans to a number of the CL fraternity in the hope that something might transpire. Disappointingly nothing has thus far. Even Vintage A has not taken off.

Unfortunately I have been very lax in terms of pushing things of late due to most spare time being taken up with involvement in the N.Z. Free Flight SIG. Thankfully my three year term will end just after Christmas enabling a huge sigh of relief and a return to my workbench and the flying field. In the last year or so I have lost touch with what has been happening in CL but will attend their National AGM in the hope of finding out what is happening and rattle a few cages. Two years ago there seemed to be a very entrenched negativity towards introducing new classes plus an ongoing acceptance of non competition classes being flown at the Nationals – neither of which I comprehend! From what I can see, CL numbers are reducing which is something that they need to consider very seriously.

As I have said, I will attend the CL AGM and instead of, as in the past, posting out your plans in bulk to those who I "think" should be interested, I'll turn up with a stack and hand them out to all attending. Maybe something will come of that.

I would really like to see the class flown here and have offered to fund a cup for the Nats. Unfortunately no one seemed that interested at the time but I will certainly push the idea again.

Thank you again for the plans and for your encouragement.

Best regards,

John Harte

VTR AT THE NATIONALS 2005 BY TERRY MCDONALD

Saturday 26th August

At 9 o'clock on Saturday morning I arrived, ready to do my part in processing the models which had been entered for the Vintage Team Race classes. Surprise, surprise - the nets had been erected in the new venue for vintage racing. This year we had moved from down the runway, next to the speed circle, to a position adjacent to the modern racing circle. The lads had rallied round on the Friday night and put the nets up so that we were lined up to get a flying start on Saturday morning. The queue at the tent soon mounted up and we were busy measuring wheels, fuselage depth and width, etc with all the details of the entries being recorded.

The scrutiny showed a lot of old soldiers coming to the flight line for their umpteenth Nats, Dimpled Dumpling seems to be the most popular model in Class A and, as before, Double Dice in B. A couple of teams were sporting the Australian Oliver replica, the Rothwell R 250. For those of you who haven't seen one, they are very beautifully made and go well, I believe.

Some new teams made an appearance in the vintage circle, Bernie Langworth and John Broadhead of F2c fame were joined by former F2c fliers Stuart Metcalfe and Alan Hill. The team of Campbell and Pinkerton down from Scotland also joined in for the first time. An absentee from the pilots' circle was Tim Andrews of the South Bristol Club, who had unfortunately broken his wrist in a roller skating accident, I'm sure you will all join me in wishing Tim a speedy recovery from his injuries. Terry Taylor had managed to persuade Chris Coote to take Tim's place so we weren't left stranded with the number one S Bristol team high and dry. Chris soon settled down and was collecting warnings with the best of them!

The biggest crop of new models came in the Barton B class, no surprise there, and this provided quite a selection of designs not commonly seen around the flying circles. Freed from the limitations of the 1958 cut off date there are lots of elegant Classic designs and even the FAI 2.5cc designs would be modifiable as they have 186 sq in flying surface area which is more than enough to cover the B requirement of 125 sq in. There were three Dalesmen, Razzamachas, several of the Walker/Tuthill White XI and XIII, some with clipped

wingtips. An interesting modern design from Australian Classic B was the Rocket by John Hallowell, a very sleek ship whose plan I have now included in my list (end of advertising break). Gordon Yeldham's take on the Razzamachas (Razzamagordon?) was another late design but the pride of place went to Mick Orchard's Cleaver, to which the Team Race Jury (Dave Finch, Stuart Robinson and myself) gave the accolade of best finished model in Barton B. Ken Morrissey presented Mick with a bottle of Champagne as a prize for his Concours win, well done Mick, it's a gorgeous plane.

We commenced with the ½ A's at 11 o'clock in bright conditions but with a breeze (it was at Barkston, remember). Five teams recorded sub 5 minute times but former finalists Taffy Bollen and Ken Newbold failed to complete their heats. So Mark and Martyn Haywood, with 4:04.5 from their PAW powered Panko Baby, headed the field at the end of the first session. They were followed by Toogood/Ward and Gustafsson/Larson, both in the 4:15 zone. Ingemar Gustafsson tells me that there is some interest in Vintage 1/2A racing in Germany, where he and his pitman Jan fly regularly. The more the merrier says I, but I got the impression that they work to a different set of rules to us.

Next came Class A and once more the Haywoods were in stonking good form and shot home with a rapid 3:22.9. Seven teams were sub four minutes which shows the quality isn't falling off and neither are the heat times despite the longer line length we've had for a year or two. John Green and John Long had 3:24.9 and Tony Toogood and Dennis Ward 3:27.3. Class B was somewhat more cut and dried as only three teams cracked the four minute barrier but they were all quick. Rob Gough flew Joe Myszka's ancient Double Dice to a very rapid 3:11.6, hotly followed by Dennis Ward's 3:16.0, John Green brought up the third fastest with a 3:29.9. Finally we got round to the Barton B where only half of the entrants were the usual Vintageers, the remainder including some eminent names form the world of F2c and Speed flying. My old friend Malcolm Ross, who I've known since the Warrington Club days of the 1960's, Ken Morrissey and Gordon Isles to name but a few. It was grand to see Dick and Matthew Hart back in the circle for this event, Dick having come over from Texas to take part.

Four teams broke four minutes with Tony Toogood and Dennis Ward leading the way with a rapid 3:15.7 - no he's not been fiddling with the engine, Ken Morrissey stripped and checked them all after the final. I suspect that meticulous preparation and lots of practice is the reason - like Ben Hogan said, "funny thing, but the more I practice the luckier I get!" (I know, lots of other sportsmen are credited with saying it but I believe this is the original).

Sunday 27th August

Once again the weather was not too bad, overcast/sunny with the usual Barkston breeze blowing. At 11 o'clock we got underway again and one or two teams stood on their previous day's times and didn't risk the models. In 1/2A Taffy Bollen got his act together and recorded a fast 4:12.9 and the Oaks boys Gary Flack and Jim Springham recorded a 4:13.7. No other team managed to threaten the three top placed teams, Ken Newbold's new model was not performing well at all and he only made 5:09.1 - not like last year when he had blistering speed. In Class A Chris Coote and Terry Taylor managed to crack 4 minutes but 3:55.6 wasn't near enough for a final place. We did have one disaster though; during a fast heat between Hill/Metcalfe, Toogood/Ward and Charlie Taylor/Muscutt, Metcalfe's model broke its down line and fragmented itself on the tarmac whilst the resulting line tangle resulted in Charlie decking his model too. Tony managed to work his shut off and it saved the model in a hard landing. The line break was close to the loop at the line end which had been soldered. Fatigue was pronounced to be the cause of the break. A shame as it destroyed a nice model and a good Oliver. Class B saw Joe Myszka stand on Saturday's time; well, with a 3:11.8 wouldn't you? Of the remaining 10 teams, six managed to improve on the previous day's performance, four improvers beating the four minute barrier: viz Green/Long with 3:18.9, Coote/T Taylor 3:24.6, Flack / Springham 3:42.7 and Blades/Blades 3:58.5. In Barton B, Morrissey/Ross, Hart/Hart and Bailey/Pickles all posted better times but none of them beat four minutes so it didn't affect the placings.

Monday 28th August.

The finals day dawned fair and the wind was not too bad so we had hopes of a good afternoon's racing. As has been

the practice for the last few years, the vintage events are slotted in between the modern race classes. Although Barton B was classed as a non BMFA event, we were allowed to hold the final in with the other races rather than, as was originally proposed, in the morning in the vintage circle.

Vintage ½A final

The finalists were, Smith/Bollen, Haywood/Haywood and Flack/Springham and the race got away to a good start with all three contestants flying quickly and some good pitstops were seen. Unfortunately, Gary Flack’s pretty Wharfedale ½ A ran in on landing and could not be safely retrieved, so the final stages were only two up. Dave Smith and Taffy Bollen were the worthy winners 5½ seconds ahead of the Haywoods.

Vintage A Final

A fast and furious race was expected for this final and we were not disappointed; finalists were Haywood/Haywood on pole, Toogood/Ward and Green/Long. As we would expect from such experienced pilots, the race was conducted safely and with only a modicum of gamesmanship! It’s noticeable that Mark Haywood is now getting his quota of warnings for whipping – perhaps he’s learnt something from Dave Holmes!!! Martyn Haywood displayed some really slick pitwork, considering the little practice he’s accrued this year. That is not to say that the others were hanging about though and the result looked too close to call until the watches came in to the jury. For a second year running, the Haywoods, lad and dad, had done it and had beaten Tony and Dennis by 13 seconds, to take the gold award. John Green and John Long had to be content with third place over a minute behind the winners.

Vintage B Final

Meeting in the centre for this event were Gough and Myszka, Green and Long and Toogood and Ward. Joe’s model had recorded the usual rapid heat time and we wondered if another record final was imminent. Once the race was underway though it was obvious that John Green had airspeed to match Joe’s Double Dice and again a very close contest was developing. Dennis Ward’s Merco 29 didn’t seem to be on the pace this time and in fact he finished third, but the first place went to Johns Green and Long who beat Rob Gough/Joe Myszka by 20 seconds.

Barton B Final

For the first time at the Nationals, the gladiators walked out for the final of the new class with their elegant models, derived from the Vintage and Classic periods of team racing. Toogood/Ward flying a Walker/Tuthill derivative, Langworth/Broadhead with a Charlie Taylor Raz-zamachas and Barker/North whose model I didn’t note down. All powered of course by the red cased Irvine 25. A good race followed but Dennis Ward’s superiority in airspeed was rapidly apparent and he romped home a good minute clear of Bernie Langworth in second place. Chris Barker finished another minute slower still.

Afterthoughts

Once more the vintageers showed up the modern classes in the finals. Three out of four classes finished with all three competitors on the go, unlike the shambles which was the F2c final! We seem to go from strength to strength and a lot of the senior figures seem to be taking an interest in our events – I await developments with interest.

The Barton B seems to have caught on but the heat times are rapidly approaching those of vintage B, so it perhaps won’t be quite the slower beginners class it was designed as. The pleasure of it for me was the elegance of the models, the Wharfedale and Walker Tuthill designs plus the Cleaver of Mick Orchard and the Raz-zamachas quite made my weekend. I do feel that the Classic period of the sixties introduced some beautiful designs and the big, long moment arm models of the early

fifties in the USA also add to the aesthetic appeal of the class. In fact the Panko Racer and Monarch Good News have enough moment arm to cope with the weight of the Irvine up front.

The mystery of why Mick Orchard’s Cleaver kept stopping after one lap turned out to be a simple cut off problem (Stuart says it’s nowt to do with him!). Ken Newbold’s problem turned out to be a new venturi which inadvertently blocked an essential oilway and forced fuel out of the front bearing instead of into the case.

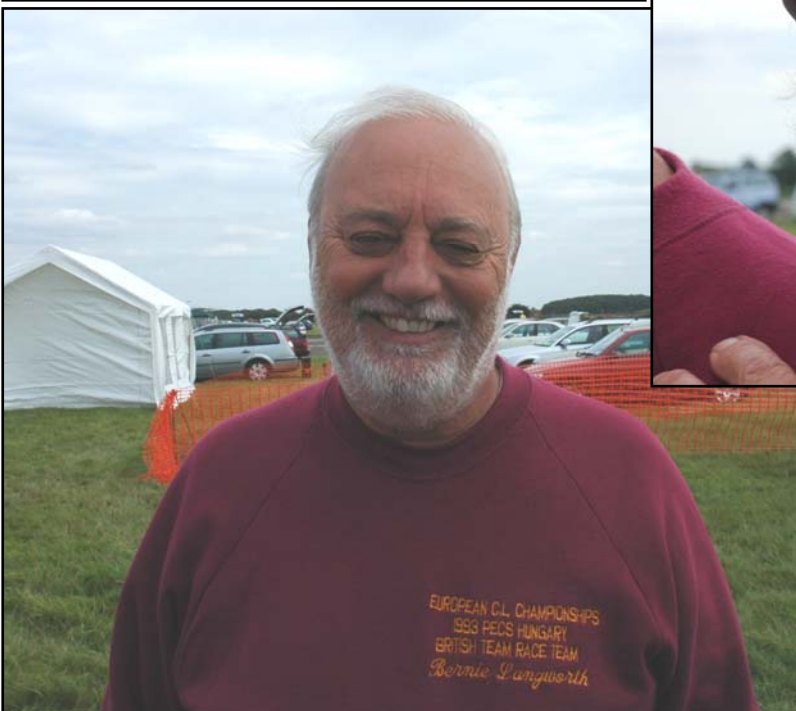
The line pull showed its worth when one B model’s lead out broke at only 5 kg pull – better there than in the middle of a race.

Acknowledgements

Where would we be without the officials? All the work behind the scenes keeps this event the great do that it is. I think Dave Finch’s selflessness in giving up his own racing career, in order to organise and CD the Nationals, deserves a big hand from the competitors. Stuart Robinson’s eagle eye on the transgressors in the centre helped to keep most of them on the straight and narrow for at least part of the time. I merely did the clerking and pull testing, a boring but essential part of the organisation. I feel that we also owe a clap to Ken Long, that former great of team racing, who spent a considerable time on the watch as a time keeper – a job dodged by too many! Finally, many thanks to those competitors who know that they are there without a hope of winning but still compete for the best of Corinthian motives, the love of a great aeromodelling sport.

CLASS	PLACE	TEAM	TIME
Vintage ½ A	1 st	Smith/Bollen	8:25.7
	2 nd	Haywood/Haywood	8:31.2
	3 rd	Flack/Springham	48 laps
Vintage A	1 st	Haywood/Haywood	7:17.2
	2 nd	Toogood/Ward	8:31.2
	3 rd	Green/Long	8:23.3
Vintage B	1 st	Green/Long	6:32.6
	2 nd	Gough/Myszka	6:52.4
	3 rd	Toogood/Ward	7:33.4
Barton B	1 st	Toogood/Ward	7:07.9
	2 nd	Langworth/Broadhead	8:07.1
	3 rd	Barker/North	9:06.3

2005 BRITISH NATS



Top Left: A very shy John Ridley.

Top Right: Chairman - Mick Orchard

Bottom Left: Bernie Langworth

Bottom Right: Gordon Yeldham

Top Left: Chas Taylor

Top Right: Barton B Lineup at the 2005 British NATS

Bottom: Barton B Teams at the 2005 British NATS



2005 BRITISH NATS (CONTINUED)



Top: Dave Rudd talks to Tony Toogood.

Middle: Ken Morrissey and Gordon Isles

Bottom: Phantom Finalists at the 2005



Right: Brian Winstanley

Middle Left: Vintage 'B' winners, Green and Long

Middle Right: Dennis Ward

Bottom Left: 'B' Final Action, Toogood, Gough & Green

Bottom Right: Julio Isidro and Dave Smith



2005 VTRSIG COMPETITION CALENDAR

2005 Competition Calendar

DATE	CLUB	LOCATION	CLASSES
20-Mar	Oaks	Oakington	1/2 A, A, B and Barton B
20-Mar	Barton	Barton	Barton B
17-Apr	Oaks	Oakington	1/2 A, A, B and Barton B
14 & 15 May	Barton	Barton	1/2 A, A, B and Barton B
27-May	Oaks	Oakington	1/2 A, A, B and Barton B
19-Jun	Peterborough	Peterborough	VTR 2000 +?
26-Jun	South Bristol	Berkeley	1/2 A, A, B and Barton B
3-Jul	Rolls-Royce	Hucknall	1/2 A, A, B and Barton B
17-Jul	Three Kings	Croydon	1/2 A & A
24-Jul	Oaks	Oakington	1/2 A, A, B and Barton B
7-Aug	Barton	Barton	1/2 A, A, B and Barton B
28 & 29 Aug	BMFA Nationals	Barkston Heath	1/2 A, A, B and Barton B
25-Sep	Oaks	Oakington	1/2 A, A, B and Barton B



Top: Barton 'B' - Barker and North with Ken Long.

Right: Barton 'B' - John Broadhead in action.



2005 BRITISH NATIONALS



Top Left: Dennis Ward's Dimpled Dumpling

Middle Left: Pitman John Long with WINNING Vintage 'B' model Double Dice

Middle Right Top: Martin Haywood's Vintage 1/2A Paw Print

Middle Right Bottom: WINNING Vintage 1/2A Little Warrior of Dave Smith.

Bottom: Myszka and Hayward in action during the B final.



BOOK OF FULL SIZED RACING AIRCRAFT & CONTROL LINE TEAM RACING



Above: Lenny Morrall in his immaculate workshop.

Below: Martin Haywood and his Barton 'B'.



The pages of this book will introduce you to the fascinating early world of aviation and racing Aircraft.

Starting with the ideas and experiments of the early pioneers through to the first aircraft meeting at Rheims France in 1909 where Glen Curtiss won the Gordon Bennet Cup at an average speed of 47.65 m.p.h. piloting his 50 h.p. biplane the "~~Golden Flyer~~". Rheims raced.

Progress is followed via the 100 m.p.h. Deperdussin racing monoplane of 1912, to the aircraft of the "Golden era" of air racing in the 1920s and 30s with such events as the King's Cup and Aerial Derby in the U.K.

Then over to France and the U.S. for aircraft competing in the James Gordon Bennet Cup, Pulitzer, U.S. National air races, Thompson and Greves Trophy races etc.

The contenders for the ultimate in propeller driven aircraft performance, the world speed record, are illustrated up to 1938 showing the 2,300 h.p. Daimler-Benz engined 469.22 m.p.h. Messerschmitt ME 209 V-1, and looks at the potential challenge of the Bugatti 100 P.

Finally to come to rest, in the full-sized aircraft realm, with the diminutive 200 m.p.h./190 cu.in engined Goodyear midget pylon racers of 1947, which continue as the 200 cu.in. Formula 1. Air racers of today.

The interest that many aircraft enthusiasts have in the air racing side of aviation is also reflected in the current modelling world, in the form of Team Racing and is also illustrated.

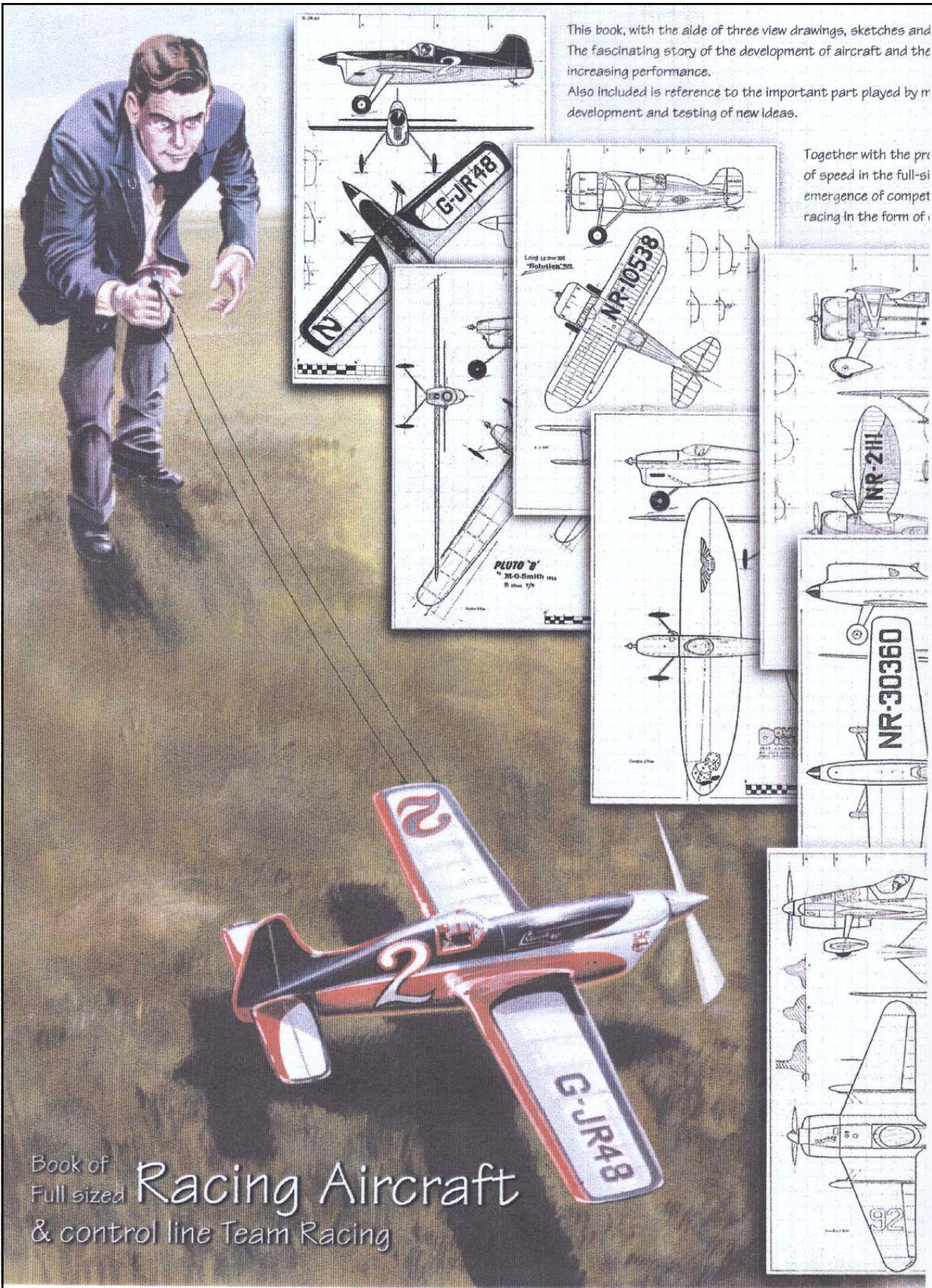
This form of "aircraft modelling competition" was introduced by the First All Speed Team (F.A.S.T.) of California U.S.A. in 1947 and it's popularity spread throughout Europe, South Africa and Australia in the 1950's.

Competitions with tethered "control line" flying, of scale or near scale models, to the F.A.S.T. spec. has continued in popularity to this day.

With up to three racing aircraft flying together in competition at speeds of 100 m.p.h. plus, over a specified number of laps, it is an exiting competitive experience and spectacle.

The period recorded within these pages covers the time when team racers were built to the original format, of scale or near scale outlines, commencing in 1947 and continuing to the cut-off date for this vintage period of team racing up to and inclusive of Jan. 1957. / 1965.

Gordon James Rae 10/03/2003 ?



This book, with the aid of three view drawings, sketches and
The fascinating story of the development of aircraft and the
increasing performance.

Also included is reference to the important part played by m
development and testing of new ideas.

Together with the pro
of speed in the full-si
emergence of compet
racing in the form of

Book of
Full sized **Racing Aircraft**
& control line Team Racing

1840 Brownwood Rd.
 Delavan, IL 61734
 Sept. 14, 2005

Dick Hart
 2115 Gunwale Circle
 Willis, TX 77318
 Dear Dick and Dawn Gardner:

Since Dawn said "send pictures" here are some. I include my favorite and I might add, it shows me in my favorite pose, sitting down. It is only for reference to show my "Old Man image".

Then some pictures of the last 2 planes in my T/R series. "Red Bull" is an enlargement of a trophy model that I did back in the early 60s. I enlarged it and then made the wing to fit T/R size. No use to build a model unless it will be possible to eventually fly it. Actually it was the last racer design that I tried. The name came as I looked at the finished model and the thought came, just like a "bull in a china shoppe". Red too!

Number 7 is 7th in the series. It was started in 1979 with the wing being established. A result of reading "AEROMODELLER" over the years. It was finished after Gordon Rae had inspired me to build replicas of my T/R planes from 1949 through 1955. That will explain why it took so long! In the earlier years I could do a T/R in a week or less. Maybe not pretty, but flyable and raceable.

Some day I will send pictures and story of "Nervous Nellie" a racer from about 1952. When I received Gordons drawing of it, I could not believe I had done such a nice plane. That will wait for a later time.

Enclosed is some money (check) to help with postage or whatever it is needed for.

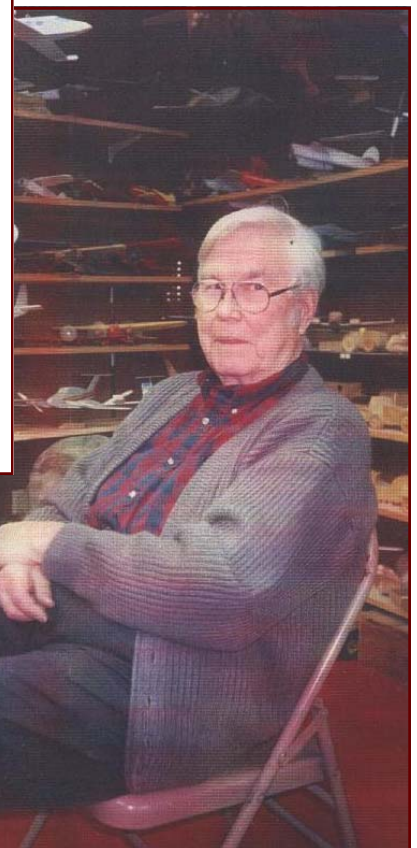
Why I did the first T/R and why it went to Olathe, Ks. was just one of those happy happenings. When I read of the F.A.S.T.'s doings, I was taken with the idea and proceeded to do "Athos". It probably went along because, take every plane philosophy, there may be a place to fly it. To have a plane in the first "NATS" team race has always been a remembrance for me. I only sat and watched as it did what it was designed to do. But it was another feather in my cap.

I planed originally to do 3 others and that would be the end of the line, using the names of Dumas's characters. So I am enclosing the "sister plane", no. 3, now it is for sport flying since there is no cowl. The #3 is correct, as I built 2 of "Athos" before I went on to finish the 4 in the series. As it happened, the first plane design was the better of the 4.

Too much rambling, please excuse "old memories" of yesterdays.

Dave

Dave



2005 BMFA NATIONALS RESULTS 28-29 AUGUST 2005

CLASS 1/2A VTR

POS'N	TEAM	HEAT 1	HEAT 2	FINAL
1	Smith/Bollen	Ret'd	4:12.9	8:25.7
2	Haywood/Haywood	4:04.5	Dnf	8:31.2
3	Flack/Springham	4:44.6	4:13.7	48 laps
4	Toogood/Ward	4:15.1	4:50.5	
5	Gustafsson/Larsson	4:15.5	4:56.1	
6	C Taylor/Yeldham	4:27.4	5:10.4	
7	Green/Newbold	Ret'd	5:09.1	
8	Bailey/Pickles	5:15.8	Dnf	
9	Blades/Blades	5:35.5	6:23.5	

CLASS A VTR

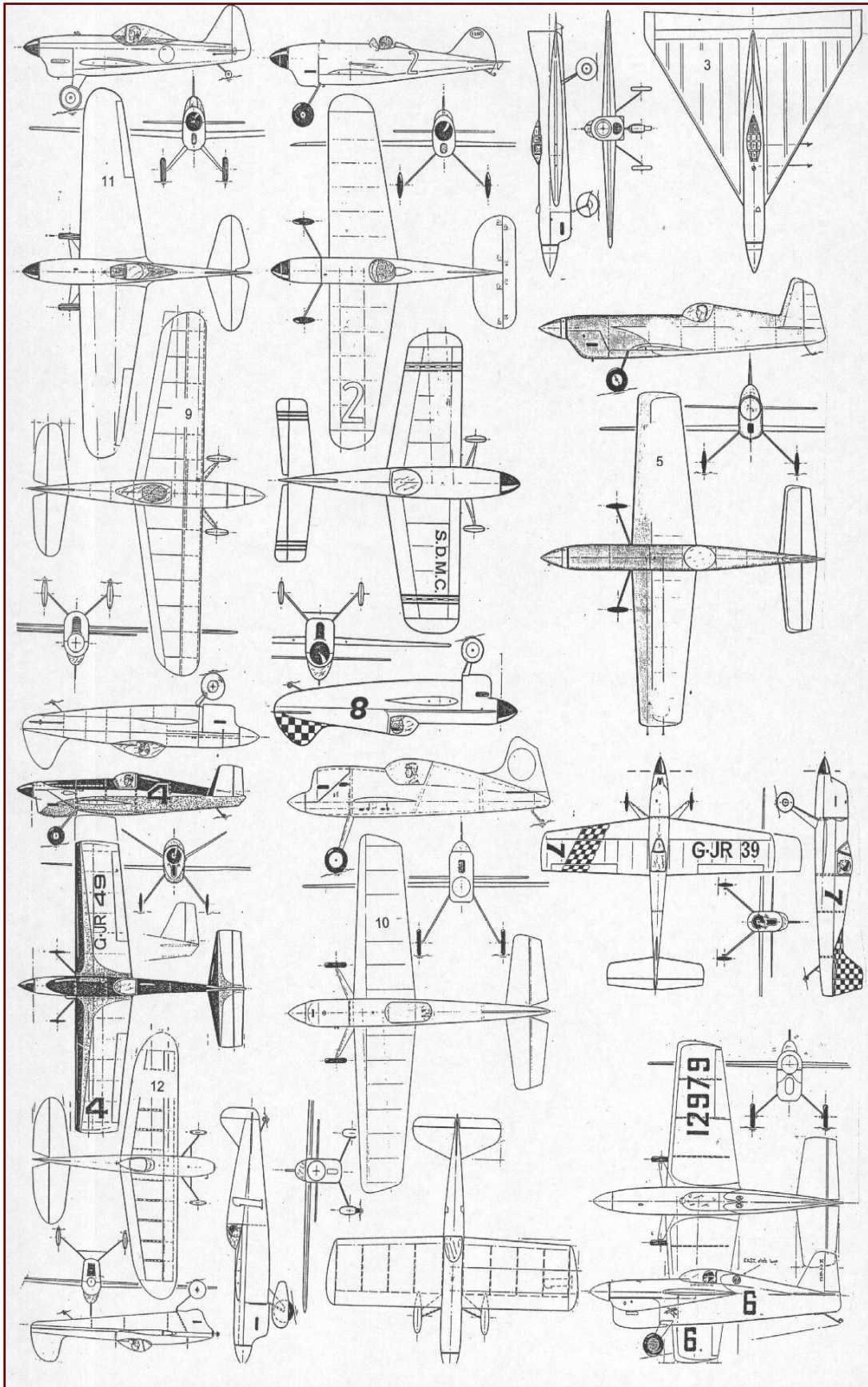
POS'N	TEAM	HEAT 1	HEAT 2	FINAL
1	Haywood/Haywood	3:22.9	Dnf	7:17.2
2	Toogood/Ward	3:27.3	3:31.6	7:30.1
3	Green/Long	3:24.9	3:22.9	8:23.3
4	Bainbridge/Orchard	3:44.1	Ret'd	
5	Langworth/Broadhead	3:45.5	4:41.9	
6	Isidro/Ridley	3:48.1	Ret'd	
7	Flack/Springham	3:55.4	3:55.9	
8	Coote/T Taylor	4:56.3	3:55.6	
9	Hill/Metcalf	4:12.1	Crash	
10	Blades/Blades	47 laps	4:42.5	
11	Campbell/Pinkerton	Dnf	5:58.8	
12	Bailey/Pickles	Ret'd	Dnf	
12=	C Taylor/Muscutt	DQ	Crash	

CLASS B VTR

POS'N	TEAM	HEAT 1	HEAT 2	FINAL
1	Green/Long	3:29.9	3:18.9	6:32.6
2	Gough/Myszka	3:11.8	Dnf	6:52.4
3	Toogood/Ward	3:16.0	3:19.7	7:33.4
4	Coote/T Taylor	4:14.9	3:24.6	
5	Flack/Springham	3:49.5	3:42.7	
6	Blades/Blades	53 laps	3:58.5	
7	Whitehouse/Watson	4:01.4	4:01.4	
8	Isidro/Ridley	4:03.1	5:25.7	
9	Bailey/Pickles	4:09.0	Ret'd	
10	Rabjohn/Perriam	4:53.7	4:26.2	
11	Bainbridge/Orchard	5:04.5	Ret'd	

BARTON B

POS'N	TEAM	HEAT 1	HEAT 2	FINAL
1	Toogood/Ward	3:15.7	Dnf	7:07.9
2	Langworth/Broadhead	3:45.7	3:49.4	8:07.1
3	Barker/North	3:23.4	3:40.9	9:06.3
4	Coote/T Taylor	3:50.6	3:54.2	
5	Parfitt/Moore	4:00.7	4:04.2	
6	C Taylor/Yeldham	4:01.7	Ret'd	
7	Bailey/Pickles	4:33.3	4:04.1	
8	Morrisey/Ross	Ret'd	4:06.5	
9	Ross/Tennant	4:13.2	Dnf	
10	Walker/Peart	4:47.0	Ret'd	
11	Isles/Morrisey	5:02.0	Ret'd	
12	Blades/Blades	5:19.3	Dnf	
13	Hart/Hart	DQ	5:47.2	
14	Bainbridge/Orchard	Ret'd	Ret'd	



**VINTAGE CLASS B
THREE VIEW PROFILE
COMPETITION**

see next page ...

ANSWERS TO VINTAGE CLASS B PROFILE THREE VIEW COMPETITION

No	Full Model Name	Designer	Year	Score
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				

Please complete the above form with your answers. The full name of the model is required and any alias can be added. Designers - full names please. All designs are dated, (as detailed on the full size drawing).

BMFA No.

SAM 35 No.

NAME	
ADDRESS	
POST CODE	
Email	
TEL No	

Conditions.

Any member of the VTRSIG may enter this quiz. Non-members can enter for 'the fun of it'

First correct answer wins a prize (to be confirmed)

More than one winner (or a 'tie') will result in a draw from 'the hat'

The organiser's decision is FINAL.

RR150705

Send your answers to:

Roger Reese

25 Cavalier Drive

Balmoral Grange

Halesowen

West Midlands B63 4SQ

Closing Date:

31 December 2005

to Dick Hurt.

Wow!! what a super news publication.

You lot are certainly doing the vintage movement proud to come up with this impressive offering, and with such excellent quality photos! Thanks to you, all concerned for providing all the effort that goes into producing such a work, and for strength of spirit for all interested parties involved in our chosen pastime.

I'm privileged to have yet another of my three views on the front cover, hope they continue to inform and inspire.

You may be aware that I am engaged with

Triplet Publications on the production of a book on aircraft and team racers (Vintage/Aviation). It will include around 160+ photos (Three views). The Publication date is likely to be in 2006, meanwhile I have my head down over the drawing board. I've enclosed a copy of the rear cover of the book that may add to your VTR News publication. I'm still open to input for the book! So if there is anyone out there with info on VTR up to 1965 then do contact me.

I will do my best (within the time constraint) to incorporate into the book any drawings that I do as a result.

How about you "Gordon's" lads? send me info on your new designs, sufficient to do a three view similar to the three view illustration, some notes on its construction and flight (aim CS/Balance/Inertia etc) would be useful. (Pics and drawings) And on "Vintage industry" that may be doing specialised C/L components, I'll do my best to include some info in the book.

Keep up the inspiring effort

Regards

Gordon

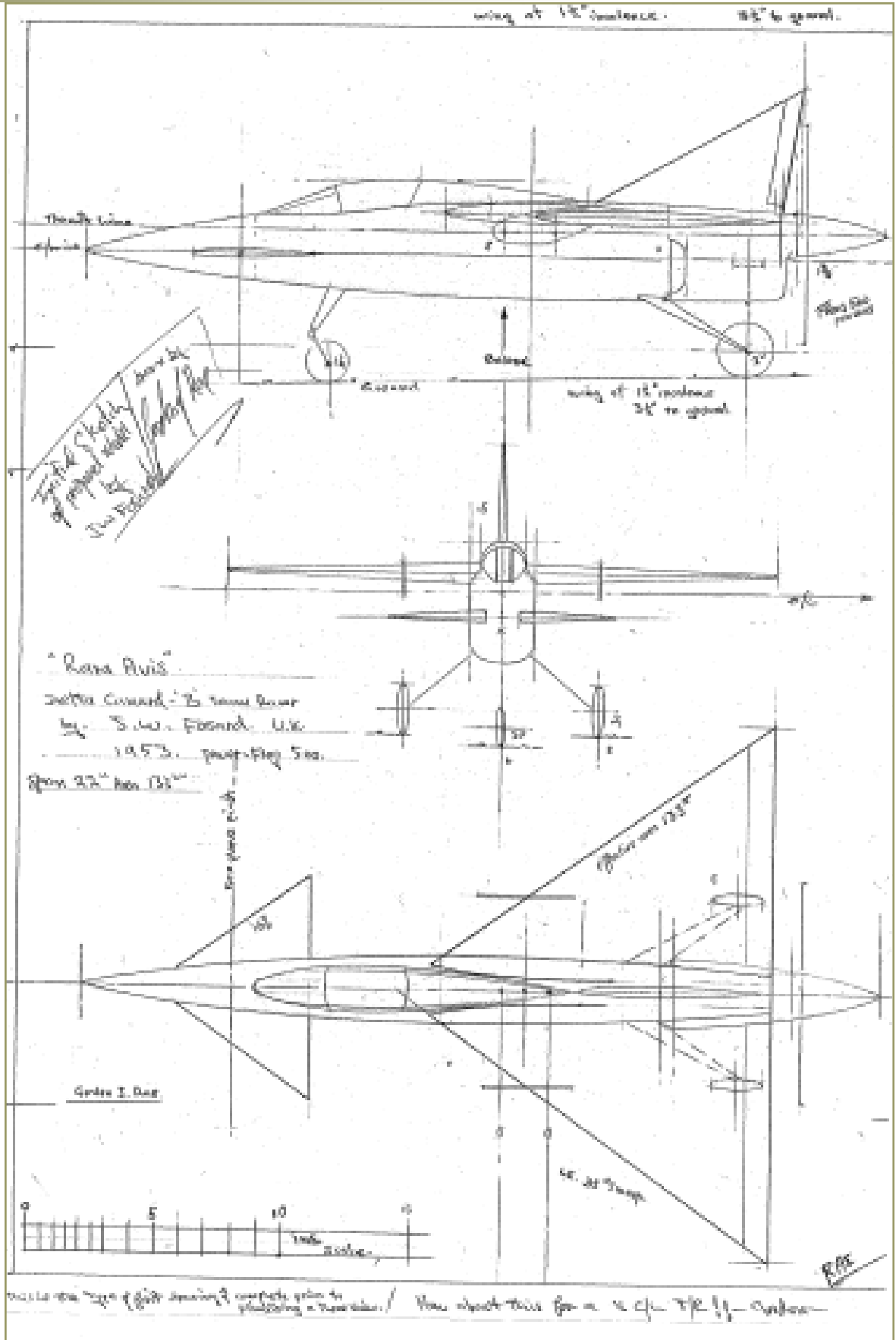
P.S. Re Uniting Venues

Has anyone tried Pinnin Aircraft or PerStore/Thruworks/Who's this could be a possible venue, and not far from Big M. Also Hobbybarn is a possibility! They have a small airport and Sunday markets on their large air II airport site.

20. see end of Enclosure 2001

LETTER FROM GORDON RAE

RARA AVIS BY J.W. FOSARD, 1953



TEAM TALK

TRIED THE BUILT UP WING YET (rib and sheet) ?

I understand that if all things are equal the only difference in total elapse time for a vintage team racer to complete a heat and final is its weight. Pit stops (one in a heat, several in a final) take a good 30 seconds, which is a good lap, lost and in some cases one and a half laps.

The use of a cut out is prohibited IN ALL BUT Barton B, so the choice of where the engine cuts is in the 'lap of the Gods'. Speed decay and acceleration therefore must be the way forward possibly clipping a couple of seconds here at de-acceleration and the same for take offs.

With this in mind, the attention to the weight of a model is paramount. The shaving of a bit here a bit there helps but has anyone considered reverting to the rib and thin skin for wing construction? The Pluto and Tantivvy plans clearly show a rib and sheet construction which is in effect a 'monocoque' design giving a very stiff straight wing, unlike a carved wing which probably has a tendency to be carved 'slightly out' (human error).

With increased speeds the tendency to have the wings 'curling up' as the weight of the motor verses the lift the wing, it produces this strange effect. With the sheeted wing and rib, I am sure this will be minimised if not eliminated.

In the rough and tumble of racing I am aware that the wing catch is an important factor of pitting but with good piloting a prop stop is a practical alternative. OK, the possibility of breaking the propeller is increased but if the models weigh less then the mass of the model will be less.

----- Original Message -----

From: [Terry McDonald](#)

To: [Roger Reese](#)

Sent: Friday, September 09, 2005 5:28 PM

Subject: Re: Grainger Williams

Hi Roj,

Last post before I goon hol. Yes I've got the Able Gull Plan and will copy for you. I built one once and it is a lovely sight in the air but mine ETA 29 powered was a bit tail heavy and just generally heavy - careful wood selection and not too much paint is the answer.

See you soon.



25-B-2005

Dear Dick

Your super mag arrived today (No 2 on the front). What a wacker!! What a vast improvement on the earlier issues, but of course I've lost them all and they were great to read.

We plan a gathering at Old Warden on 11 September, more or less a static affair as we mull over ideas for a big do in 2007. For the raffle on the 11th (a ticket for VTR) I have a 3 1/2 Rivers, a Dick Barton framed picture with his K1 VB Alford, a signed Spitfire book and a bottle of Champagne. More will come in. It will be a fun day!

Enclosed for possible use. Brief detail on facts. I have 13 (plus one building, 3 1/2 Rivers, thin wing Edmonds, as "LONG JOHN SILVER"). An article will be typed soon. A copy of this to Roger R., of course. "L.T.S." is silver and red. Four or five to go. Love that magazine!!

David K.



VINTAGE SPEED COMPS

Vintage Speed Competition, 17th April 2005, Oakington

The weather looked promising a change from last month when our pre – season practice was blown out by wind & rain!

We had our usual turnout, Dave Smith, Ron Davenport, Digby Perriam, John Mealing, Gordon May, Peter Rabjohn and myself, plus a newcomer, John Goodall. Unfortunately, our joint C D Keith Garbett could not attend as he was suffering from a bad chest & flue like symptoms. Because of this and the number of entries I decided not to attempt to fly as well as time etc.

There were some 15 or so models in attendance, not all of which put in times. Notable amongst these were :

John Goodall's Nordec 60 powered model built we think in 1953. It looks rather like John Wood's racer of 1948 but is considerably smaller at 18" wingspan. I had re – finished the model and done some work on the engine during the winter. It looked very smart in it's bright yellow coat. Dave Smith was press ganged into flying it for John as he was not too confident after a long lay off. After a thorough check over and test pull, we got the model away to a rather hairy flight – twitching on take off and a sudden nose dive when the engine cut! It flew straight & level sufficiently for us to time it at 110.36 mph – pretty good for a first go!

John Mealing's Mile Master powered by a Fox 29R, on a bladder. This really looked the business, and John had it airborne late on in the day. No time was measured, but it took off nicely, without undue drama. The landing was a bit harsh – the model appearing to not glide at all well! It needs the prop sorting out, better fuel and a new undercarriage!

For the rest, it was existing models fettled & polished, brought out for another year of action.

Probably the highlight of the flying was John Mealing's McCoy 60 powered Dizzyboy. With me on the needle and an APC 9" x 10" prop re – worked to around 12" pitch, it turned in 146.46 mph, John's fastest.

Results :

1/ John Mealing	Dizzyboy / McCoy 60	Class 7	12.29 sec / 146.46 mph / 89.9%
2/ Gordon May	Quick 60 / Fox 59	Class 7	14.00 sec / 128.57 mph / 79.00%
3/ Peter Rabjohn	Tantivvy / Enya 29	Class 9	22.27 sec / 80.82 mph / 69.9%
4/ Ron Davenport	Little Rocket / Carter Special 61	Class 7	16.24 sec / 110.9 mph / 68.15%
5/ John Goodall	Yellow Peril / Nordec 60	Class 7	16.31 sec / 110.36 mph / 67.8%

Several others made practice flights & attempts during the day, fortunately without serious damage to anything.

All in all, a very good day – the promised rain not arriving whilst we were on the field for a change!

Dick Roberts, 2nd May 2005.



Right: Dick Roberts and his 29 proto model with Dave Smith.

Report on Vintage Speed Comps, Oakington, 22nd May 2005 & Bilston 12th June 2005

Oakington 22nd May :

I nice day for a change, reasonable temperature, dry, very little wind. Entry level very low for some reason, only half a dozen turned out & only four entrants.

First to go was Dave Smith with his Dooling 29 powered Nipper. The model jumped out of the dolly on two occasions, causing Dave to wonder what had changed for the worse! He sensibly gave it best at this point. Roger Reese is a welcome returnee, having been of the scene for a few years for various reasons. He had his old Frog 150/ Little Rocket combination and proceeded to put in a couple of reasonable times. He vows also to go quicker in the future.

Dave Smith then flew my Dooling 29/ Milemaster in Proto, two decent flights, for a best of 108.1 mph, thanks Dave. Last but not least was Keith Garbett flying the late Sam Skitt's Arkansas Traveller with a McCoy 60 urging it along.

I also took the opportunity to try out my new Phantom with ED Racer, for the Peterborough 60 Year Celebration. This flew nicely but we took no times.

RESULTS :

1/ Dick Roberts	Milemaster / Dooling 29	Class 8	108.1 mph / 93%
2/ Roger Reese	Little Rocket / Frog 150	Class 2	90.09 mph / 85%
3/ Keith Garbett	Arkansas Traveller/ McCoy 60	Class 7	106mph / 69%
4/ Dave Smith	Nipper II/ Dooling 29	Class 5	No time

Bilston, 12th June:

I did not attend this event as it was meant to be the last day of a week in Cornwall, but turned out to be the start of a trip to Glasgow for the funeral of my dear Sister in Law.

Reports from Keith Garbett, Digby Perriam and a couple of others said that it was a bitterly cold day, but fortunately without too much wind. A good turnout in spite of the weather, results below. Well done Phil Darke!

RESULTS :

1/ Phil Darke	Quick 60 / McCoy 49	Class 6	112.71 mph / 100%
2/ John Allcock	Dizzyboy / McCoy 60	Class 7	160.42 mph / 98.57%
3/ John Allcock	Milemaster / ETA 29	Class 8	113.78 mph / 98.41%
4/ Digby Perriam	Blackbird / McCoy 49	Class 6	103.98 mph / 92.25%
5/ John Mealing	Milemaster / Fox 29R	Class 8	95.49 mph / 82.59%
6/ Dave Finch	Midge / Webra 1.5	Class 2	86.99 mph / 82.3%
7/ Dave Finch	Speed Wagon 20 / OS 15	Class 3	81.44 mph / 76.8%
8/ Peter Rabjohn	Tantivvey / ETA 29	Class 8	81.44 mph / 70.42%
9/ Roger Reese			No Times

Dick Roberts, 23rd June 2005

VINTAGE SPEED COMPS (CONTINUED)

Report on Vintage Speed Competition, Hucknall, 3rd July 2005.

Another pleasant day, reasonable temperature but a bit windy. We had the usual entries from Bilston & South Bristol, minus a couple of guys on holiday.

The wind and dodgy dollies caused a few take off problems for some of us, high friction wheels causing most incidents. It was also noticeable how the tarmac is roughening up, as several models making what looked like smooth touch downs ended up cartwheeling and suffering varying degrees of gravel rash.

Fastest this time was Gordon May with a Little Rocket, McCoy 60 powered, achieving 131.86 mph. John Mealing's Dizzy Boy was second, rather slower than usual at 127.93 mph. This was in part due to the rich setting that I let it go with. We are running short of suitable surgical tube for bladder fed 60 models, so John was trying something that was a bit small, only about 35cc.

I got my new Barbini B40 model out at day's end, to give it an airing. Unfortunately, the needle is a bit too sensitive, making it difficult to set up. What started as a reasonable setting turned rich half way through, the run, slowing the model drastically. It flies nicely and glides very well. Once again, the tarmac played tricks, a smooth touch down ending up with a scuffed model and chipped prop.

Results :

1/Gordon May	Little Rocket/ McCoy 60	Class 7	131.86 mph	85.78%
2/John Mealing	Dizzy Boy/ McCoy 60	Class 7	127.93 mph	83.22%
3/Gordon May	Quick 60/ Fox 59	Class 7	110.90 mph	72.00%
4/Dick Roberts	Italia/ Barbini B40	Class 3	76.14 mph	71.82%
5/Keith Garbett	Arkansas Trav/McCoy 60	Class 7	107.40 mph	69.86%
6/Digby Perriam	Able Mabel/ Enya 29	Class 8	64.46 mph	55.7%

Dick Roberts, 11th July 2005.



Left: Ken Morrissey chases his .049 model during his record setting flight.

VINTAGE SPEED@ SAM 35 GALA, 31ST JULY 2005

We had good weather but a rather small turnout for this year's event. For the first time that I can recall, there were no entries in Phantom Speed 1.5cc and we only had four entries each in Phantom 2.5cc and Class 2 Vintage.

Phantom 2.5cc :

Quite close for first & second, Mick Taylor just beating the Brian Blackwell/ Tony Goodger team by less than ½ second! The model was Tony's, but he bludgeoned Brian into flying for him because of a lack of practice.

Results:

1/ Mick Taylor	Effy Special	22.19 sec / 81.11 mph
2/ Goodger / Blackwell	Oliver Tiger	22.62 sec / 79.57 mph
3/ Martin Walpole	Effy Special	24.16 sec / 74.50 mph
4/ Phil Darke	ED Racer	30.59 sec / 58.84 mph

Class 2 Vintage :

Four entries, only three flyers as Dave Smith's Frog 150 developed a loose contra piston. Once again, a close fight for first position.

Results:

1/ Brian Lister	Frog 150/ Midge	19.97 sec / 90.13 mph
2/ Barry Wade	Elfin 1.49/ Midge	20.03 sec / 79.57 mph
3/ Mike Bennett	Frog 150 / Midge	21.81 sec / 82.53 mph
4/ Dave Smith	Frog 150 / Midge	No time

A good day, and thanks to all Competitors for a good friendly contest.

Dick Roberts, 7th August 2005

2005 British Nationals

VINTAGE SPEED RESULTS

NAME	BMFA NO	CLASS	ROUND 1			ROUND 2			ROUND 3			BEST %	SPEED MPH	POS
			Mean	%	MPH	Mean	%	MPH	Mean	%	MPH			
Perriam	25826	7 - 0.49	16.10	99.22	111.83	0.00	0.00	0.00	0.00	0.00	0.00	99.22	111.83	1
Alcock	77136	7 - 0.61	11.99	92.28	150.18	0.00	0.00	0.00	0.00	0.00	0.00	92.28	150.18	2
Roberts	69801	11 - Proto	23.67	65.78	76.04	18.36	84.83	98.06	17.66	88.19	101.95	88.19	101.95	3
May	65906	7 - 0.61	13.44	82.29	133.92	15.41	71.77	116.80	0.00	0.00	0.00	82.29	133.92	4
Rabjohn	22507	10 - Proto	23.86	65.27	75.45	23.67	65.78	76.04	0.00	0.00	0.00	65.78	76.04	5
Mealing	43200	8 - Proto	0.00	0.00	0.00	23.19	47.69	55.13	24.44	63.72	73.66	63.72	73.66	6

From: Jo Halman [mailto:jo@halman.f9.co.uk]

Sent: Thursday, September 08, 2005 6:13 AM

To: Richard Grindley; Paul Eisner; Pat Rose; Matthew Hart; Martin Radcliffe; Dick Miles; Dick McGladdery; Hart, Dick; Dave Smith

Subject: 11/09 CENTRALISED SPEED COMP

Dear All

I can confirm that this meeting will take place at Barkston Heath.

However, the FF World Cup event has been moved from Sculthorpe to Barkston on the same Sunday. This was done without reference to the CLTC who "raised the licence" (added our CL event to the standard, rolling, Barkston Heath licence) in early March via Dave Phipps in the BMFA office. I only discovered this by chance on the Sunday of the Nationals. I have been liaising with Dave Phipps since Tuesday 30th August to try and resolve the issue.

Unfortunately, we are unable to satisfactorily find an alternative site despite the efforts of Dave Phipps and so we will have to share Barkston with the FFlighters.

I have agreed with Mike Woodhouse that CL will delay the start of the CL Aerobatics & Speed competitions until 11.00 and finish no later than 17.00. FF will run their bouts prior to 11.00 and resume after 17.00. Of course, FF models should either have landed or be out of the vicinity of the CL area by the time we begin the CL events.

I suggest that we use the same part of the runway that we do for the Nats.

If you know of any Speed flier who is not on email, then could I ask you to tell him about the venue and times.

Call me if you have any queries.

Please let me know if you will be attending or not. This is important.

Many thanks. Regards, Jo

REPORT ON VINTAGE SPEED - SAM 74 - EVORA PORTUGAL 9TH, 10TH & 11TH SEPTEMBER 2005

The sixth year that I have attended and acted as Contest Director for Julio's event! This year we were at the Roman City of Evora about 100km south & east of Lisbon. It is an extremely nice town, not too big, large enough to have places to see for the "other halves" and plenty of good places to eat.

There was the usual flock of us Brits, plus Portugese, Spanish, Dutch, Canadian, American and Italian flyers, although for once there were no Juniors from Portugal, something we all regret.

Flying site is a small municipal aerodrome some 3 km from the city. There are tarmac runways, some good size hangars and a broad tarmac apron on which the C/L flying took place. We were fortunate to have three good circles marked out, one each for Aerobatics, Team Race & Speed, with a socket for the Speed pylon and well separated from the spectators. Surface was reasonably new, with a very few bumps & irregularities, a great improvement over Santarem. Also on site was a small café / bar serving hot & cold food, hot drinks & beer. Model preparation & storage was in a hangar vacated by the local club for our use. All in all a very pleasant place to be.

Friday was Registration & preparation day, with the usual furious team race practising and some preliminary heats in the PM. I managed to persuade some of the guys to fly Phantom Speed at about 4.00 pm, something of a breakthrough

This year we had with us from USA Bill Lee, President of AMA, Doc Laird Jackson the team race Guru, John McCollum & Russ Green. They had entries in Vintage Speed & Handicap. Paul Gibeault & Renny Dawson from Canada made a second appearance, and we welcomed J L Maestro from Spain with his Dy-

najet model yet again! Julio Isidro and Abel Coelho were also entered, but pressure of other events prevented them competing in all of their planned Speed Comps. The Italian contingent comprised of the usual Salvi Angelloni and Corrado D'Aumiller, with the addition this time of Gianmauro Castagnetti, bringing with them a whole host of models to keep the time keepers busy! There was also the usual crowd of us English to make up the numbers.

This year there were four Speed Competitions : Vintage Speed to SAM 35 Rules, Phantom Speed 1.5 cc and 2.5cc, run to SAM 35 Rules and Handicap Speed. This last event caters for modern Speed Models from all the participating countries and is run as a Handicap using classes & rules from the country of origin. Usually, and this year, it means to AMA regulations, as most of the entries are from USA.

We had two and a bit days of good flying, the weather being windy but dry. Temperatures on all days were lower than usual, never exceeding about 30C. There were two significant incidents, the first when John Mealing's Dizzy Boy escaped from the dolly and did itself no good. The second was Dave Smith's Nipper with Carter McCoy 19, in this case, the inner dolly wheel collapsed upon release and the model then turned sharp left, demolishing itself rather thoroughly. The rest of the flying was relatively uneventful I am pleased to report, the wind causing problems for some of us, resulting in a few broken props and a couple of shaft runs. Doc Jackson brought two brand new models to enter, a Glo Debbil with K&B 29 for power and a Blackbird with McCoy 19. Unfortunately, there was no time for him to make dollies for these models, and attempts at hand launching were defeated by the wind. A dolly was

borrowed from the Italian group, but this could not be made to work either, a disappointment for all of us!

One of the highlights of Vintage was Brain Lever's Mills 1.3 powered Weatherman, entered in Vintage Class II. After a good bit of fiddling, including reversing the fuel tank to bring the filler inboard to stop it emptying in flight, he achieved 54.34 mph, the first that we know of over 50 mph for a Mills! Well done Brian!

The Italians were tops once again with Barbini B40 models, but a real surprise was Paul Gibeault from Canada. He entered Class I with a Cox Reed Valve powered Mini Speedster from 1957 and proceeded to wind it up to 74.35 mph, 92.9% of record for third place. This is in fact the first time that flights have been recorded in this class, we were just about to give it up as a dead loss!

Handicap was a battle of the 1/2A Proto models, as the F40 models could not play because of other events. These are reed valve Cox 0.049 powered and cover ½ mile from a standing start. We tried something similar a few years ago, but no one could make the engines work very well, or start in the right rotation. Anyway, six of the seven entrants put in times, the best being John McCollum at 69.6 mph.

Phantom Speed had only two entries in 2.5 cc and five in 1.5cc. Julio was victorious in both, closely followed by Brian Lever in 1.5 and Salvi Angelloni in 2.5.

I have to thank Mick Wooley, Taff Bollen's pal, for his generous help in pull testing most of the models for me, and Dave Smith for encouraging me to get out & fly, and setting the needle on my 2.5cc model. Sorry about the Nipper Dave!

Thanks also to Julio, Sandra and

(Continued on page 40)

RESULTS:**Handicap Speed :**

1/ John McCollum	½ A Proto	25.86 secs	69.6 mph
2/ Paul Gibeault	½ A Proto	26.57 secs	67.75 mph
3/ Remy Dawson	½ A Proto	27.19 secs	66.2 mph
4/ Bill Lee	½ A Proto	28.79 secs	62.52 mph
5/ Russ Green	½ A Proto	29.88 secs	60.24 mph
6/ Salvi Angelloni	½ A Proto	40.90 secs	44.00 mph
JL Maestro	Jet	No Time	
Bill Lee	F 40	No Time	
Russ Green	F 40	No Time	
John McCollum	F 40	No Time	
Julio Isidro	½ A Proto	No Time	

(Continued from page 39)

all the people behind the scenes, we could not manage without you. Finally, thanks to all the Competitors, you made what could have been a difficult job very straightforward.

Dick Robert, 19th Sept 2005



Right: Gordon Rae enjoys the summer sunshine.

REPORT ON VINTAGE SPEED - SAM 74 - EVORA PORTUGAL 9TH, 10TH & 11TH SEPTEMBER 2005 (CONTINUED)

RESULTS:

Vintage Speed

1/ Salvi Angelloni	Biggest/ Barbini B40	Class III	108.5 mph	102.35%
2/ Salvi Angelloni	Barba / Barbini B40	Class III	99.83 mph	94.2%
3/ Paul Gibeault	Mini Speedster/ Cox 0.049	Class I	74.35 mph	92.9%
4/ Dick Roberts	Cellini 1957/ Barbini B40 TN	Class III	97.14 mph	91.64%
5/ Taff Bollen	Midge / Frog 150	Class II	94.83 mph	89.73%
6/ Corrado D'Aumiller	Biggest/ Barbini B40	Class III	94.73 mph	89.68%
7/ Gianmauro Castagnetti	Biggest/ Barbini B40	Class III	92.92 mph	87.55%
8/ Salvi Angelloni	Torrid Tyro/ K&B 35	Class VI	97.14 mph	86.2%
9/ John Mealing	Dizzy Boy/ McCoy 60	Class VII	138.25 mph	84.95%
10/ Salvi Angelloni	Twister/ Barbini B40	Class III	80.5 mph	75.9%
11/ Gianmauro Castagnetti	Tornado / Oliver Tiger	Class III	80.4 mph	75.85%
12/ Brian Lever	Weatherman / Mills 1.3	Class II	54.34 mph	51.4%
Dave Smith	Nipper / Barbini B40	Class III	No Time	
Dave Smith	Nipper / Carter McCoy 19	Class IV	No Time	
Laird Jackson	Glo Debbil / K&B 29	Class V	No Time	
Laird Jackson	Black Bird / McCoy 19	Class IV	No Time	
Brian Winstanley	Midge / PAW	Class II	No Time	
Brain Lever	Midge / PAW	Class II	No Time	
Corrado D'Aumiller	Speedwagon/ McCoy 49	ClassVI	No Time	

Phantom Speed I (1.5cc)

1/ Julio Isidro	PAW 1.49	23.12 secs	77.85 mph
2/ Brian Lever	PAW 1.49	23.91 secs	75.28 mph
3/ Brian Waterland	PAW 1.49	24.06 secs	74.81 mph
4/ Brain Winstanley	PAW 1.49	27.09 secs	66.45 mph
5/ Abel Coelho	PAW 1.49	27.87 secs	64.58 mph

Phantom Speed II (2.5cc)

1/ Julio Isidro	PAW 2.5	23.54 secs	76.46 mph
2/ Salvi Angelloni	Webra Mach II	24.10 secs	74.68 mph

WEATHERMAN SPEED – PETERBOROUGH RULES

We are aiming to promote a low key competition for models from the past for the 2006 season. This time the model is a real Classic from 1948. The idea is to run five distinct classes, starting with the original Mills 1.3 engine, going up to a maximum of 5cc, timed from a standing start, a form of "Proto Speed" event.

Model : Cyril Shaw's Weatherman, as published by Ian Allen.

To be built as plan, with no scaling down, although wing area can be increased if desired. Mandatory: 1 3/4" dia spinner, 2 x 2" dia wheels, bellcrank fastened to hardwood spar built into wing, undercarriage approximately as plan, external controls.

Engines :

Class I – Mills 1.3 diesel only, all variants and replicas.

Maximum weight = 1 pound.

Class II – 1.5cc Any commercially produced diesel or glow engine. No performance enhancing exhaust systems or extensions.

Maximum weight = 1 pound.

Class III – 2.5cc Any commercially produced diesel or glow engine. No performance enhancing exhaust systems or extensions.

Maximum weight = 1 pound.

Class IV – 3.5cc Any commercially produced diesel or glow engine. No performance enhancing exhaust systems or extensions.

Maximum weight = 1.25 pounds.

Class V – 5.0 cc Any commercially produced diesel or glow engine. No performance enhancing exhaust systems or extensions.

Maximum weight = 1.5 pounds

Fuel System, All Classes : Suction only (NO crankcase pressure, NO bladders).

Propellor, All Classes : Any **commercially available**, wood, plastic, carbon, etc. NO metal.

Timed Distance : Class I = 1/4 mile from standing start, all others 1/2 mile from standing start. Handle to be on pilot's chest or chin by end of first lap.

Control Lines : All classes are two line only, lengths as shown below :

Line diameters : Classes I to IV = 0.012" Class V = 0.016".

Class I: Length 35' 0" from centre of model to centre of handle, giving 6 laps = 1/4 mile.

Class II: Length 42' 0" from centre of model to centre of handle, giving 10 laps = 1/2 mile.

Class III: Length 46' 8" from centre of model to centre of handle, giving 9 laps = 1/2 mile.

Class IV: Length 52' 6" from centre of model to centre of handle, giving 8 laps = 1/2 mile.

Class V: Length 52' 6" from centre of model to centre of handle, giving 8 laps = 1/2 mile.

Pull Test : All models to be subjected to a pull test prior to each flight, as listed :

Class I : 20 pounds.

Class II : 20 pounds.

Class III : 25 pounds.

Class IV : 25 pounds.

Class V : 40 pounds.

Number of Flights: Ideally, every entrant will have three flights, each comprising of two attempts. Conditions such as weather, number of entries etc. may however limit us to two or even one flight, in some instances.

Awards : It is intended that separate awards will be made for plain bearing and ball bearing motor in each of classes II,III,IV and V.

Note : 1/ A restraining strap between handle & wrist is mandatory in all classes.

2/ Whipping after the end of the first lap, leading the model excessively, or shortening the flight path by any means will result in disqualification of that flight time.

Dick Roberts. 3rd June 2005. (Revised 5th September 2005.)

Dick Hart
2115 Gunwale Circle
Willis, Texas 77318
U.S.A.



Self adhesive decals available from Dick Hart for 50 pence each. SHARSTON decal proceeds go to the Barton Center for Control Line Excellence. VTRSIG decal proceeds go to the Vintage Team Race Special Interest Group.

Newsletter Editor – Roger Reese

Newsletter Publisher – Dick Hart

