

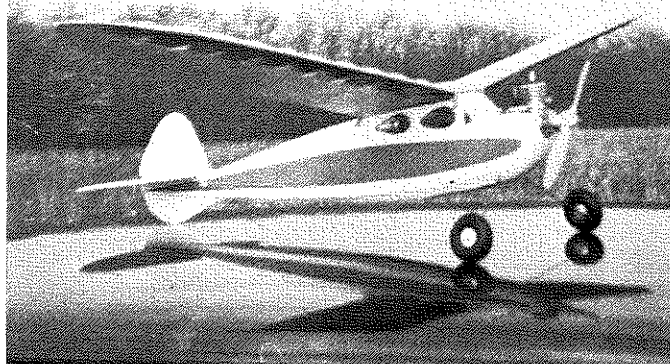
THE TRAINER •

PUBLISHED IN MAY 1956 AIR TRAILS

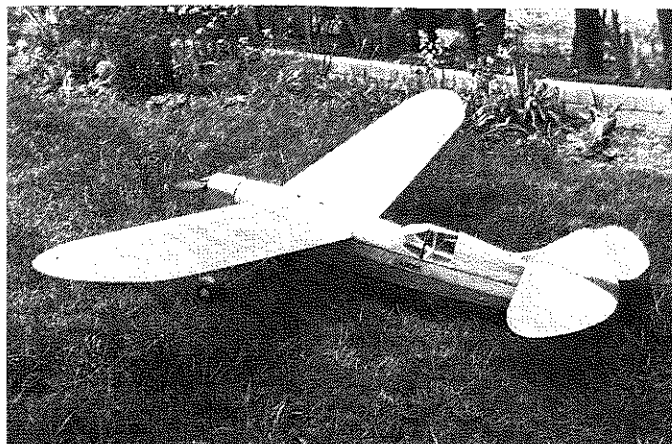
MODEL BUILDER
magazine

0 1 2 3 4 5 6 inches

Plan No: **376-0.T.**



Hark Stumpf of Long Island, built this sharp looking Bay Ridge Mike. Look at the trees in that flying area . . . ouch!



A rare New Cyclone Co. "Lancer 72", built by Ron Raddon, Barnet, England. Looks somewhat like a Shereshaw design.

fans in the form of a meet called "They Went Thataway". This former dynamic SAM Director (who practically single-handedly organized the first series of Denver SAM Champs) puts out the following rules:

Any old Texaco type model can be entered. To enter, all one has to do is to put a five dollar bill under the designated rock, and let 'er go! One flight is all that will be allowed. No fuel limits, no flight time limits. As McNorgan puts it, "Here is a chance to retire (or lose) your old model". Anyway, the one longest flight wins what is under the rock.

As Brickner of the SCIFS observes, "They may call this meet guts, but I call it nuts!" We'll keep you clued in on this one occurring on January 18. **DECEMBER CONTEST**

Seems hard for the rest of the country to believe, but the SCAMPS held an .020/Rubber Combination meet at Lake Elsinore in December, with three flyoff flights required to settle the .020 Replica Event! Weather was in the sixties, with about a 5 mile wind. WOW!

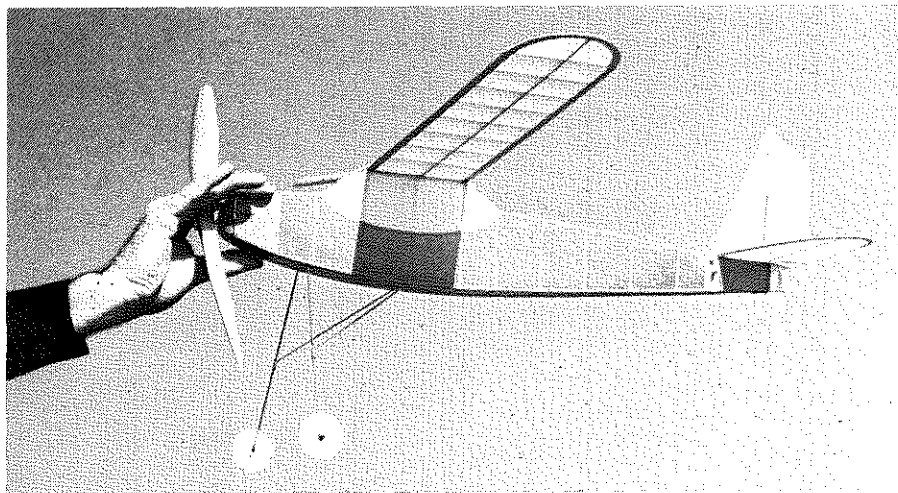
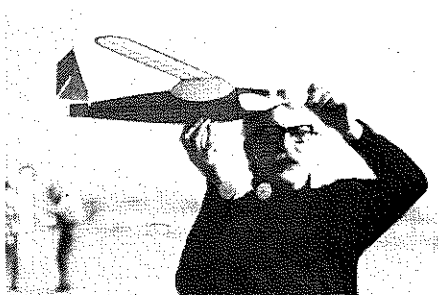
One feature of the contest was Jerry Vernon losing another model, an .020 Interceptor, this time. Full tank and timer off seems to be Jerry's bag.

However, Flightplug Editor Brickner thought that was such a good idea he repeated the incident. There must be a flock of models in those hills surrounding Elsinore!

The writer was rather pleased to see Brad Levine, a young newcomer to this game, walk away with the rubber event and also the Yearly High Point Trophy. These 36 inch rubber jobs do fly very well!

The new event, as originated by the SCIFS, .020 Antique Replicas, enjoyed a good turnout this time with 12 entries. Maybe this writer will have to eat his hat after all!

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AIR TRAILS · TRAINER · OLD TIMER Model of the Month

Designed by: Gordon Light (?)
Drawn by: Chuck Blackburn
Text by: Bill Northrop

• This little rubber ship was published in the May 1936 issue of Bill Barnes Air Trails (10 cents at your newsstand). It was billed as "The TRAINER", and it had no claim to fame whatsoever. The only thing we know is, it's damn cute, and one that we've always stopped to look at over the years, whenever thumbing through our treasured collection of old model magazines.

It's sort of a puzzler in a way. It was apparently designed by Gordon Light, who "conducted" the Model Workshop portion of Air Trails for many years, yet he picked it apart in the introduction to the extent that you'd almost think he

Bud McNorgan, Garden Grove, California, and his "Trainer." He added a DT hookup, and also installed a motor peg in place of the rear hook. Plane flies extremely well.

didn't like it!

"The rubber motor runs through the fuselage and is attached to the front and rear of the fuselage instead of being mounted to a motor stick. With such an arrangement, the fuselage itself must stand the strain of the wound motor. Naturally, this distorts the fuselage and makes the safety of the model dubious when the rubber is tightly wound. But an 8-strand motor, as used in the Trainer, will not cause too much trouble. At least it will show you the advantages of using a motor stick! (Light's 1935 Wakefield winner used a motor stick, and he

was a firm believer in this method of carrying the rubber.)

"Another feature of this model, new to Air Trails followers, is the wire landing gear.(!) Its chief claim to fame is its flexibility. We still favor bamboo for landing gears. Let's see what you think."

Light's concern about the fuselage strength was needless. Bud McNorgan's "Trainer" is an excellent flyer, and the fuselage does not "distort" or look "dubious."

In fact . . . like we said . . . it's just damn cute!