

FREE FLIGHT

BY BOB STALICK

• Keeping track, keeping inventory

• Bill Burgess' "Slick" for B/C Nostalgia

• Nostalgia News

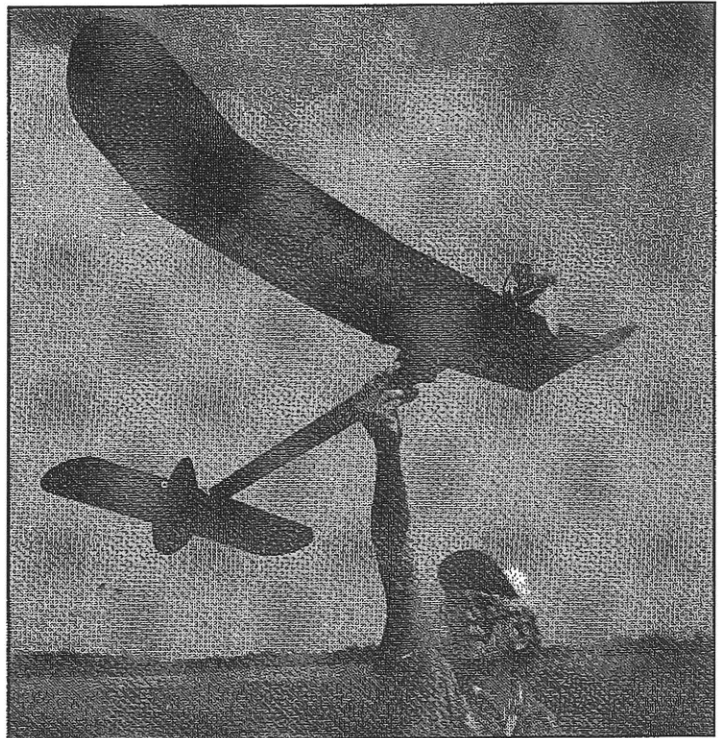
Lately I've observed a growing need to work with the surviving families of longtime free flighters as they sort out the vast collections of esoterica collected over the years. As our friends pass on, they leave a large backlog of indescribable equipment, supplies and other unusual materials. Those of us who have been involved in the hobby for many decades are part of a declining number of "experts" who may have insight into the meaning and value of this stuff. Unfortunately, as the free flight population ages, more and more of our friends' families will be affected, and those of us who remain will be called upon to help sort out the estate.

On February 27, longtime friend and Willamette Modelers Club president, Earle C. "Foggy" Moorhead, passed away after a difficult hospitalization. A week later, several members of the WMC worked with Earle's son to determine just what was in his collection of modeling memorabilia. It was a sad and difficult task. What has value? What doesn't? If it does, what's it worth? What would he want us to do with it? Should it be given, sold, or what?

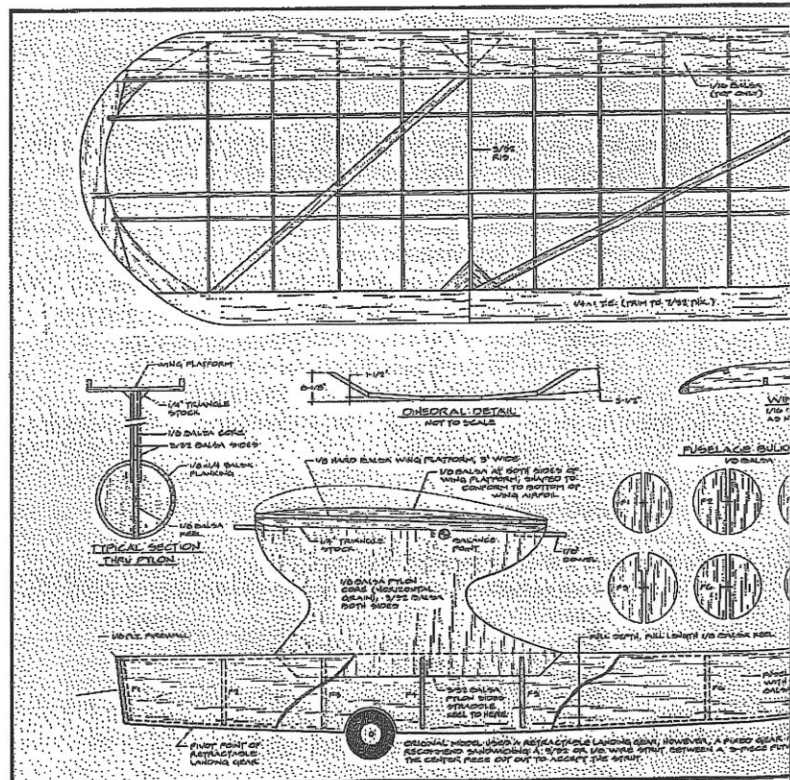
What's the message here for you and me? If you're an aging free flighter who has a collection of the usual oddball items, do your friends and family a big favor. Let them know what you have, what you would like to have done with it, and what it's worth. It may seem like a small request, but those who are left will appreciate your foresight.

JULY MYSTERY MODEL

From the 1940s through the 1960s, the national model magazines would feature at least one (and usually several) free



Bill Burgess lofts his 1950s-era "Slick 66," recently approved for Nostalgia competition. Looks like a Torp .29 spark ignition engine on the nose. The model is featured as the July Plan of the Month; full-size plans are available from Model Builder Plans Service.





Bud Romak, who has a reputation for building excellent flying models, showed up the '94 Scamps Annual with one we've never heard of and which could be a real sleeper in O.T. competition: a Stu Bennett designed "NorCal III" from 1941, powered by an Elfin diesel. Word is that it flew great. Photo by Bill Burt.

was one of only two responses received and was the one that popped up as the winner of the free MB sub.

PLAN OF THE MONTH: THE SLICK

The Slick is a newly approved Nostalgia design by Bill Burgess, who writes:

"I and a few members of the Muncie Gas Hawks Model Club first flew 'Pencil Bombers' in 1947 with Forster .29 engines on ignition. The Slick came about in 1949 for the glow engines. It won several contests during the 1950s in various sizes and classes. I had retractable landing gears on most of my planes then.

"The model was trimmed for a right-hand climb and left glide. The 'A' model had a 59-inch span, the 'B' had 66 inches, and the 'C' had 71. I also had a 1/2A version with a flat-bottom airfoil and a span of 43 inches. All except the 1/2A size were covered with silk."

For those of you who are newcomers to the hobby, the term "Pencil Bomber" may not have much meaning, but it was a major point of contention in the late '40s and early '50s. The term refers to the thinness of the fuselages typical of pylon free flights of the period. Free flighters who preferred realistic looking models called all such thin-

fuselaged ships Pencil Bombers—it was a common term of derision.

Bill Burgess notes that he has recently re-entered free flight after several years hiatus. Seems that the new AMA HQ facility is about a mile from his home, and now he has a place to fly once more.

Full-size plans for the Slick 66 are available from *Model Builder Plans Service*.

NOSTALGIA NEWS

The NFFS Nostalgia Committee has been busy of late with issues that could have an effect on your enjoyment of this phase of the hobby.

Recently, the committee adopted new rules that permit, with certain restrictions, the use of the Cox Medallion .049 engine. The purpose was to give an affordable, readily available alternative to the Holland Hornets and another choice for those who dislike reed-valve engines. The committee recently eased its restrictive rulings for the Medallion by allowing the following modifications:

1. The stock intake venturi may be opened up and/or the outer diameter of the exposed section of the spray bar may be reduced.

2. The stock Medallion needle valve and spray bar assembly must be retained and

maintained in its original location.

Bob Larsh, who heads up the committee, also indicated that Cox is coming out with an improved version of the .049 reed valve engine, known tentatively as the Killer Bee. The committee expresses some concerns about this new engine, as it allegedly provides dramatically more power than any engine currently approved for Nostalgia use. The committee will be testing this engine to determine whether it will be approved. A word to the wise: do not buy this engine with the idea of using it in NFFS Nostalgia events until you hear that it has been approved.

Larsh noted that he had been in conversation with officials at Cox about producing .051 displacement Medallion engines. The company is willing to consider such an engine, provided a goodly number of these engines could be sold. If you'd be interested in a Medallion .051, contact Bob Larsh at 45 S. Whitcomb Ave., Indianapolis, IN 46241.

NFFS LEADERSHIP CHANGES

Bob Waterman, who has directed the fortunes of the National Free Flight Society for the

past two years, has stepped down so that he can once again look to enjoy the free flight hobby. In a recent election, Bob Beecroft was selected to take Waterman's place. Beecroft has a long history in this sport. He's been a leader in the Orbiters MAC, has been Contest Manager for the U.S. FF Champs, and has been an active competitor in numerous AMA events, with special emphasis in free flight gas. Recently, he was honored by the NFFS with its Distinguished Service Award.

So, thanks to Bob W. and congratulations to Bob B. I know that our organization is in good hands . . . after all, anyone named Bob must be capable, right?

INDOOR WORLD CHAMPS NEWS

Recently the U.S. submitted a proposal to the CIAM to host the 1996 Indoor World Championships at the Kibbie Dome at the University of Idaho. However, recent word from the FAI body indicates that they've instead chosen the bid from the city of Brno in the Czech Republic. Andrew Tagliafico, who has been the driving force behind the use of the Kibbie Dome as a World Champs site, told me that he will continue to offer this site for W/C competition. He noted, "So we missed out on 1996; we'll just plan

to get it in Idaho for 1998."

LEGAL EAGLE ON THE RISE

The Legal Eagle event made its debut in last month's *Model Builder*, complete with a full-size plan for the "Mistrial.Mk. II" from enthusiastic event supporter Dave Linstrum. The brainchild of Dave Stott, the Legal Eagle event gets its name from the basic requirement that the full-size plan must fit on a single sheet of legal size (8-1/2x14) paper. Dave's article included a full set of rules, so we won't repeat them here.

At our most recent indoor contest, Jim Longstreth showed up with his Legal Eagle design, and I was impressed. The model looks a great deal like a Bostonian with a bit more "scaleness" involved. Flight pattern and duration are excellent. This is an event that should stick around for awhile. Try one and see.

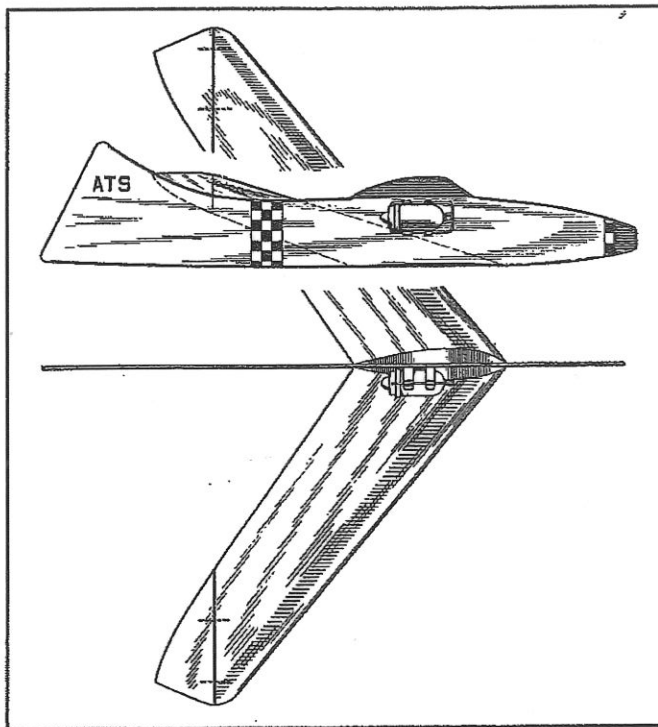
NOW YOU SEE IT

Fred Guilfoyle, who does business as Plan-It Industries, forwarded a roll of shiny stick-on tape, to be used on leading edges to increase visibility in the air and on the ground. It is very bright and comes in your choice of gold, chrome, red, blue, green or purple. A 3/4-inch wide roll 650 inches long can be yours for the small sum of \$2.85 plus 30¢ postage for each roll ordered. Send your order to Plan-It Industries, 15121 62nd Ave. W., Edmonds, WA

98026, and tell Fred you read about it in *Model Builder*.

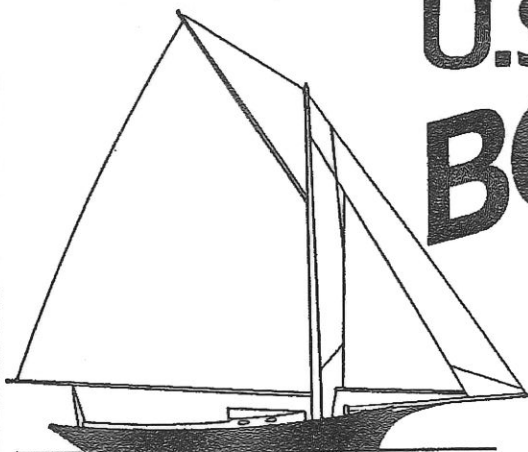
THE END

Early this year I attended the annual Misery Meet, held at Hart's Lake Prairie, near Tacoma, Washington. This year the weather was truly miserable with rain and wind during nearly all of the two-day contest. What was really impressive was the number of contestants who came from Oregon, Washington and British Columbia just on the off chance that the weather would turn decent. Few flights were logged, but the opportunity to share war stories and renew old acquaintances still holds great appeal to all who were there. I hope to be able to share with you some photos from this meet—notably, Al Borer flying his



JULY MYSTERY MODEL

Cheapskate A-1 glider and completing all five flights, and a remarkable set of flights with a GHQ-powered Old Timer. You had to be there, I guess. *MB*



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