



there was still little time before the championships, I built a new wing with an increase in span giving 426 sq. ins. Section was slightly changed and so was the construction mainly with regard to spar arrangement and the numbers thereof. Due to trouble with tissue splitting on the standard wings when the models d/t'd, I decided to cover the wing with silk. The slight increase in weight appeared well worthwhile, and the wing was tried on VI which required practically no re-trimming.

Dave Posner's own development story of his fast climbing

Dream Weaver

DREAM WEAVER I was built in time for the 1954 Northern Heights Gala. This model was E.D. 2.46 powered, 400 square inch wing with straight ribs and cross-bracing, having a sheet fin on the tailplane. The model placed 2nd in the Open Power event and 4th on two flights in the Queen's Cup. The model never returned from the second flight. An identical model was built, powered with an Oliver Tiger and numbered II, whilst at the same time, III, a beam 2.49 Elfin model was built with a smaller 375 sq. in. wing. III was not fortunate and never returned from its only Comp., the first 1955 Eliminator.

This model was replaced with IV, powered by a Webra Mach I, the model being similar to III with the smaller wing but this was the first model of the series to have the fin behind the tailplane resulting in the present V.T.O. leg system. The 1955 Competition Season was flown off with II and IV, although an Oliver powered version of IV was built but was the only model of the series to end its career by hitting the deck and this after a first 4-minute Max. Comp. flight. No. II placed second at the Nationals, having d/t'd 8 seconds short of a 12-minute maximum. II and IV were used at the Trials and both were lost, II after the first maximum with a rather long fuse and IV when the fuse went out in the rain. Both were recovered and the following week, II repeated I's success by placing 2nd in the 1955 Northern Heights Gala. IV won the Power event at the Croydon Gala with 11 minutes and II and IV made 13:35 to help qualify for the '56 Trials. During the winter VI and VII were built for the '56 International events since II was showing the worse for wear. VI and VII were identical models and both Oliver powered with 400 sq. in. wings. Wing tips had been lengthened and the wings were fully "geodetic", this resulting in a lighter wing than the previous cross-braced versions and giving less twist. Moment arm was increased slightly and the tailplanes, also now fully "geodetic", were increased to 6 $\frac{1}{2}$ " chord. Thick fins were fitted in place of the previous sheet which were liable to twist. The models proved to be much less erratic than their predecessors. For use in open events, the Webra in II was replaced with a thick one. The small model coped easily with the increased power but lacked somewhat on the glide and this was partly cured in the year by replacing the 375 wing with the 400 wing from II. No. VII was lost at the Trials due to a d/t failure and took four months to return home, but VIII was built in a hurry to provide a reserve for the Championships. This model was Oliver powered and identical to VI and VIII save for the addition of two extra spars in the wing. Since

The increased area seemed to give a better glide and did not slow the model very much on the climb. I considered matters very carefully and came to the conclusion that the silk wing was not liable to changes and that with its better glide the model would be more capable of a maximum time if something went wrong on the climb. I therefore decided to use VI, with the silk wing, which I numbered IX at the Cranfield Championships, and the model proved its worth by achieving five maximums at the championships and placed 2nd after the fly-off. As a matter of fact, all the flights were over 4 mins and apart from a 13.5 secs. motor run in the fly-off the motor runs were 13 secs. The model was flown in a 10-sec. Comp. and placed 1st but missed one maximum in the Halifax Trophy and placed 5th. Dream Weavers have been flown in competitions this year in places ranging from Chobham Common to Baildon Moor and have achieved 88.8 per cent. of the maximum possible time.

COMPLETE 1956 CONTEST RECORD

Contest (rules)	(without excuses)		Position
	Time	Model	
Astral Trophy ... (5 x 3 15 secs.)	12:12	VII	18th
Sir J. Shelley ... (3 x 4 15 secs.)	3 max. + 2:04, 2:08	IV (AM) and VI	38th
Trials ... (5 x 3 15 secs.)	5:48	IV (AM) and VII...	5th
Keil Trophy ... (3 x 4 15 secs.)	(2 flights) 4:0 + 1:48	IV (AM)	22nd
Northern Heights ... (2 x 4 10 secs.)	11:58	IV (AM)	6th
Croydon Gala ... (3 x 4 15 secs.)	(3 max. + 1:41, 1:17)	IV (AM and II wing)	3rd
Championships ... (5 x 3 13 secs.)	8:44	IX	2nd
South Midland ... (3 x 3 10 secs.)	(3:47, 1:23, 3:34)	IV (AM and II wing)	1st
Northern Area ... (3 x 2 10 secs.)	4:24	IV (AM and II wing)	2nd
Halifax Trophy ... (5 x 3 15 secs.)	11:00	IX	5th
All Britain ... (3 x 3 10 secs.)	(3:42, 3:18, 4:0)	IX	1st
Frog Senior ... (3 x 4 15 secs.)	15:00 + 4:52	VIII	6th

Total maximum possible 136 minutes. Total flight time 116:46 (excluding fly-off). Number of flights 42. Average flight time 2:48.6. Average percentage 88.8 per cent. (all excluding sole fly-off).

Trimming

The model should fly right-right. The motor is mounted straight and glide turn obtained with tilt, the power turn being controlled with the trim tab which should be slightly left for the first flight on low power. A vertical spiral climb should be aimed for, and any tendency to loop unless cured by the trim tab should be cured by packing up the leading edge of the tailplane and adding weight to the rear of the fuselage when the cure is affected, to retain the glide.