

The age I grew up in was at the time when the aeroplane really started to be developed and, when a new aircraft took to the air, there were doubts whether it would fly. Test pilots were going in the unknown, not like today with computers etc., they know things are going to fly.

I have always been fascinated by aircraft. I can remember as a boy, whenever an aircraft flew over, I would look up and shout, hello Amy Johnson, who was the hero of the day. I used to make mock ups, out of orange boxes, of aircraft sit in them and act like a pilot.

As far as I can remember my very first encounter with Model Aircraft was at our local paper shop, they sold these Japanese made cardboard chuck gliders, the wings slipped through the fuselage and they were very good, costing around $\frac{1}{2}$ a penny. I would spend hours and hours throwing them up, modifying them by cutting wings and adjusting to get a better performance, obviously this helped me with learning about the theory of flight and how to trim for best performance.

I was born in Islington which is in London, quite a down market area at the time. Things have changed a lot since then as our Prime Minister Tony Blair has a house there now.

Being keen and interested in aeromodelling, I paid a visit to a new Model Shop, which had just opened; in the window was an indoor model. A single surface rubber model covered in red tissue. That was it, I was hooked, I rushed home to my mother for the money to buy balsa strips and tissue, but alas at 8 years old I could not build one, and I went through a very frustrating period trying to build models.

My first nearly built model was a Megows kit of a biplane. The reason I say nearly built was that I was so eager to fly it, I tried with only the lower wing built on, and needless to say disaster and tears.

Along came the war and our house got bombed and I finished up in St. Albans which is just north of London.

Nothing really happened regarding aeromodelling until peace was declared, I then helped to restart the St. Albans model aircraft club which went on in later years to organise the all Britain Model Aircraft rally.

I was very lucky, as one of my schoolteachers was a top class Aeromodeller and he helped and gave me several models to fly which were my pride and joy.

Time went by, restrictions were lifted and model kits and engines etc., started to come into the country once again, one of the kits I built was a Frank Zaic 'Floater' which was quite a large glider to me.

A top Aeromodeller of the time was Ted Buxton and a new member of our club, who was a friend of Mick Farthing who had got the trend in this country with very light Marquart S2 wing sectioned models.

I can remember Ted, who by the way went to work in the USA in the late forty's and regretfully never seen since. He was one of my idols. I tried to copy one of his models. I shall never forget his look when he saw it; it really brought me down to size.

I gradually improved on my building, which was mainly lightweight rubber models and Wakefields (old F1B)

I worked in a model shop until I was called up for National Service into the Royal Air force in 1948, after 2 years service I came out and met up with Ron Hinks who represented GB in Wakefield and A2 teams later. I worked as his manager in his Luton Model Shop. Ron was also a partner in a company who later produced Yeoman Kits.

I got married and when my wife was expecting our son, I found that she couldn't help me with holding my models for winding or launching gliders. I decided to concentrate on power models.

I had gone for some weird designs in the early days influenced by the continental designs, pendulum rudders etc., which I saw fly at the International meetings held at our first model flying drome ... Eaton Bray.

My first serious successful power model was designed as simple as possible; it was called the "Stomper" it came out in the Feb 1953 Aeromodeller Mag. It is still very popular down in Australia as it comes within their vintage class.

From the knowledge obtained from the "Stomper" came the "Zoot Suit" which got me a place in the British Team in 1953, I nearly won but was pushed into 2nd place by Dave Kneeland.

Just for interest, the following day I timed Joe Foster's winning fly off flight in Wakefield.

From the earlier designs, snags, etc., I developed the "Dixielander" which seem to make winning a lot easier.

This model worked out just right, at this time, I was working for the Yeoman Kit Company who produced the Dixielander in about 1958 and, being that it was such a simple model to build and fly it became very popular in the 1960s, this clipped my wings somewhat. I kept getting beaten by my own design.

There was a FAI version of the Dixieland built. I failed to make it into the team, but one of my club members flew one in the 1960 world champs at Cranfield the year of the stalemate, incidentally I was our team manger that year.

My FAI version was quite consistent; it jointly won one of our FAI comps when we both agreed to stop flying after 10 maxes. Needless to say, the rules were changed the following year.

The "Dixielander" seemed to carry on winning and John West one of our top flyers swept all before him with a lighter built version.

In 1965, I read that the US Nationals had been won with a standard "Dixielander". At this period, I had stretched the model in span and length and powered with a 5cc Engine on the front. I called it the E type Dixielander (e for extended) this version had gadgets on it i/e auto rudder vit etc., it was quite potent but never as good as its forerunner.

Because of the Dixielander success at the US Nationals, I decided to go over and compete in their 1966 Nationals which were held at Glenview Chicago at that period our motor runs were 10 secs. When I got there, I found the US rules were 15 secs. On my first flight the model got very high and although modellers could still see it. The naval timekeeper said he couldn't and booked it off in the clouds after 3-53 (5min max) so I finished up in 3rd place. That's life.

A moment I will always remember from Glenview is while I was trimming I had a DT failure, and a young lad joined me in the chase, luckily, I got model back. When we

were walking back he enquired if I was English and did I know his grandfather who had a shoe shops in England I said I don't think so, what was his name he replied Scholl !!!!!

I have never been too serious with the F1C class; every time I think I've cracked it, another development happens. I did get back into the British Power Team in 1969 flown in Australia. I managed to make fly offs but I overdid the glide adjustment and developed a stall which finished me in 9th place.

A happy moment in my life was when my son Chris won the open power at the 1969 Nationals. Although I have won the Nats in other events, the open power had eluded me. I had the PAA class down to a fine art and won that event 2 years in the row, then they changed the rules.

I had a rest from aeromodelling for a few years to run a business but the bug started to bite and I started aeromodelling again. I moved down to Devon in 1985 joined the Bristol & West MAC it took a few years to get back into my stride and in 1995 I finally won the open power at our Nationals, not only did I do that but became Nationals power champion for that year also.

I was now flying a shoulder wing model powered by a ST 5cc engine. The Model is called "Jazzer" in my humble opinion this is the most potent open power model I have ever flown.

One of the proudest moments of my life was when I was awarded the NFFS model of the year award in 1972 for the Dixielander, a great honour especially with the great designs over there.

I was also awarded a plaque from SAM1066 as a tribute for designing the Dixielander in 1996.

A great feeling of satisfaction to myself was when I went to our very first Nationals championships way back in 1947 and exactly 50 years later in 1997, I won the slow open power at our Nationals flying a modified Dixielander something that can never be equalled..

You can tell that I love Jazz and that's where my model names originated from.

Stomper, Zoot Suit, Dixielander, E type Dixielander, mini Dixielander, Trad Lad, Jazzer, mini Jazzer and if my new designed F1J flies to expectation, I will call it Jazzman.

My life of aeromodelling has been so interesting and even helped me in business Aero modellers are a type of person you are pleased to associate with regardless of politics & Nationalities. ????

I have found wonderful kindness and friendships though the world

George Fuller.