

Friday Flying -- 20 September 2008

Dave Hegarty

Winter has gone. The weather was warm. There was no wind. The ants at Richmond decided that it was a good time to go flying so six of us determined to join them.

Rubber models are very popular at the moment. Jim Christie was there first. He had a least five different aircraft all of which flew. Jim's FIG is a state of the art model with as much carbon as balsa. He builds the wing on a special jig with complex geodetic ribs and diagonal carbon bracing. Jim had some vintage models, a big Lanzo Duplex, a Korda Stickler and an Upstairs Maid - all of which are nicely trimmed and fly very well- He flew a large Open Rubber model which uses a retired FIG wing and is presently building another O.R. model with a 1300mm wing span.

Gary Pope flew his blue and yellow, Elfin 1.8 powered Kerswap. Last week Gary lost an ex-Keith Murray Dixielander. Gary, to use his words, is a beancounter by profession. He is obsessed with figures and times everyone's flight when he can. He listed last week's losses...

- 1 One tracker - \$120
- 2 One clockwork timer - \$50
- 3 One P.A.W. 1.5 motor - \$150
- 4 One aircraft structure - \$50

(Typist's extra - the ability to retell the tale numerous times - priceless!)

The combined expertise of both Terry and Roy failed to find the missing Dixielander.

Gary had two huge Open Rubber models, both M.A.N designs called "Tuber" or "Tuba". (I'm like Roy - I can't spell either) My dictionary tell me a tuber is someone floating on water with an inflated rubber ring. A tuba is a straight trumpet. Gary's fuselage sounds like a didgeridoo when I blow into it, so tuba might be the correct spelling.

John Corby has a Pinocchio vintage rubber model. It can outclimb a Gollywock with a tight corkscrew climb.

He flew both today. Last week he nearly lost the Pinocchio. It disappeared into the sun to the east. John didn't believe his new Yagi which said, "Go West Young Man". Terry convinced him into believing the Yagi message and found that the model had changed direction, flown back over the field and was in the tall grass to the west of the flying field. The grasscutter made us move so some of us left and missed John flying his Cox .049 power model.

Peter Jackson builds beautiful little World War I aircraft. He can't enter these in contests because of FAI rules which are difficult to meet with regard to documentation of colour schemes and photographs of original aircraft. He doesn't want the sheep stations prizes anyway. Peter flew a silver Nieuport 27 powered with a tiny Elfin .32cc diesel. He also had an Albatross D12. It is difficult to trim as the close confines of the engine cowling make the adjustment of the thrust line of the Cox T.D. 020 difficult. The broken tail will be easy to repair Peter says.

Rob, our former shop keeper runs his truck on Firex CI diesel fuel saver. He hasn't tried it in a model motor yet but it makes "01 Wood" hoot along very vigorously. He says "Bring along a Bottle" and he will let us try it out. Should be interesting and would be cheaper than IPN or DII.

I built a Longhurst F I G with moulded propeller blades as published in Free Flight Quarterly. It is heavier than Tony advocates but it shows some promise and will join Jim in resisting the incursion of the factory built RTF models which some have acquired.