

Friday Flying – 21 November 2008

Dave Hegarty

I must have slept in this morning because when I arrived at the field just before seven Terry, Gary and Jim were already having breakfast.

Terry had put away his F1B models, Jim's F1G models were back in their boxes so no comments can be made about them today.

Gary was into Power models today. His Zipper was repaired and after a number of trimming flights, Gary declared his satisfaction despite a tendency to falter on release as the model surged forward.

Gary's Swiss Miss climbs and glides beautifully but today the tailplane broke after a heavy d/t landing.

Gary then produced a Cox Medallion powered Slow 400. The motor was cranky and difficult to start and at the end of one trimming flight the model blew over on the ground and broke the wing. As Terry said, some days are diamonds, some days are stone.

Terry played with his P30 on and off all morning. It didn't need trimming, he just enjoyed watching it cruise around maxing each flight yet still landing within the boundaries of the field. Terry later produced his ex-Summersby F1J with a new Cyclon motor. Terry beat Roy last contest and is becoming enthused by the ear-splitting screech of a modern contest motor. Terry is waiting delivery of a new factory built F1C plane with a high-tech geared Fora motor. Terry is presently building a vintage Zipper. Such energy and enthusiasm is to be admired and envied.

Jim had a revamped P30 which has yet to reach the usual standard of performance we expect to see from Jim. His Upstairs maid, a vintage model kept flying way up high and way off into the tall grass, but that tracker worked well and retrieval was no problem

Not so with John Corby. John arrived late and was accused of coming to fly in the night scramble.

With an audience of coffee and tea-swilling onlookers, John assembled his Cox powered Open power model, checked the tracker and launched the model. The climb was an open right hand spiral which went way up. Transition was good and the glide a nice wide floating one. Very satisfying flight. John forgot to turn the d/t on. The tracker wasn't working. Stuff in a new battery and listen. Yes, there is a signal but the receiver is also picking up music and loud voices and emitting high-pitched whistling sounds.

Rob Cranfield arrived (Old Hawk-eye) and so the entire group gathered to spend the next half hour watching the black and yellow model slowly head off over the Blue Mountains. John tried to follow the model in his car, but the noise and signal distortion made tracking impossible and another of John's powered models has gone. John has just acquired a Zipper kit so we hope that he is not too disheartened.