

Oily Hand - Cowra 2013

You couldn't have got better weather if you paid for it! Previous years have seen cold and frosty temperatures, we had 3 days of sunshine and hardly any wind!

As ever the field looked good but with the usual crops around just waiting to lure the wayward free flight model and soak you to the knees on retrieval.



And yes, that's a balloon drifting over us!

I discovered there was a "model of the meeting" rather late in the day but a download from Outerzone, a 15% enlargement and 2 days of frantic building and I had my own "Big Mimi" powered by a PAW55 to take along. To my surprise it flew rather well and managed to get to the canola a couple of times despite my efforts to restrain it.



Here are Bruce (and flying), Andy and Warren with their right size

versions. Warren even converted his to 2 channel R/C!



There was a Scramble of course and I was determined to have a go so tried hard to trim my "Tomboy" for the necessary type of flight without the radio turned on. Basically you want a low powered (compression backed off) tight circle power flight of modest length and a similar glide to reach 2 minutes (anything over doesn't count) and a landing not too far away as you have to retrieve it, return to your starting point

and do it again. Do this as many times as you can in 30 mins and highest total flight time wins. Mine wasn't too bad before the comp, about a 20 sec engine run (hard to get even as you can't really see how much fuel is in the tank) in modest LH circles led to a larger RH circle glide.



I did a few of these and then thought I'd let the "Tomboy" have a bit more fun! Full tank, full revs and off she goes. Climbed to generous height and when the motor cut, a bit of left control, LEFT, **LEFT** oh bugger, forgot to turn on the receiver!

If you don't think that looks too far, that's just the canola field, this is the view looking back at the pits.



It's a long wet walk through the canola and very muddy too. The result was that by the end of the day my shoes and jeans were still wet and both heels of the socks had worn out.

Ah, the joys of free-flight!

When the comp came I think I managed about 12 flights totalling about 6 minutes and running about 6 miles as the glide had straightened out beautifully! Bruce won it with hardly any running and something like 20+ minutes of flying time.



The meeting tends to bring out a degree of eccentricity, the "Rag" flying being a classic example. Having found a Golden Bee in my old engine box I joined in. Fix a 20" square rag on the tank, start up and launch vertically! Mine insisted in gaining height, turning over and hurling itself into the ground - I broke 4 props before leaving it to experts like Graham & Bruce who "flew" regularly to about 500ft!

John had one of the more interesting "real" planes with his "Washboard", a multi wing beauty that flew in a curious Dutch roll style - but landed successfully. So he "trimmed" it a bit and the next flight didn't land quite so successfully!



I took my C/L "T-Tray" along (look at that sky!) which was a free plan in a late 50s Aeromodeller though built to twice original size. I wasn't sure what motor to put in so found a OS 32 (with fixed open R/C carbide) in the box so stuck that in. It was outrageously fast and pulled like a loony (nearly opened up the connectors). I tried a loop at the end of which it oscillated madly showing it really was tail heavy but I managed a minimal damage landing and was glad when it was over.



We flew the "Plank" comp again - here is mine intact from the last event, (not quite so after this one) the simplest, strongest design ever and I very nearly completed the "10 laps Level; 2 Wing overs; 2 Loops; 2 Horizontal 8s; 2 Inverted laps in 90secs (a PB for me - the winner did it in 59secs) but the Inverted did for me - again! I guess I should practise.



Oh, there's heaps more, but you really have to be there - make a note in your diary, there were 42 pilots this year, it's a fun way to spend a weekend! *Mike*