

## Buried in the Bush

A week or so ago I realised the Electric & Thermal Glider day was rapidly approaching (it's on Fe 19<sup>th</sup>) and it was time to sort out the bungee (I had bought some new rubber and line) and my planes. So I went to the field and happily stretched out the bungee and assembled my old faithful Aquila which I think is now a teenager. I didn't take the bungee to full stretch "just in case" and got a reasonable launch. On coming in to land there was a stiff breeze blowing and the field terrain meant I could just do multiple S turns across it and maintain, even gain, some height. I did this for at least 3 minutes before realising that I had let it drift too far out and now couldn't dive to get the speed up to get back!

It was last seen disappearing on the visible Western horizon near a big "fluffy" tree and George Kaley and I took a pretty good 245 degree bearing on it. Bugger! Time to go and find it but easy really because we knew exactly where it went down! Half an hour on the South side of the road brought a re-think. Discussion with Steve MacMahon and the Ace Finder Mark ter Laak brought the likely landing point to this side of the road. Mark went off for an hour and found nothing! If Mark finds nothing you know you are in deep doo-doo!

If you haven't been up on that ridge my suggestion is don't! It's thick and tangled and scratchy and looks like this.



It's like trying to wade through waist high treacle with sharp bits in it! Over the next few days I spent about 6 hours covering all the likely areas including the steep drop off to the valley over the ridge - it's exhausting work and very sweaty. I found various bits of plane, some fluoro yellow covering, a nice white wing tip but no glider. Then I came across a very old and rotted plane and rescued these bits from a World Models trainer. A heavily corroded Thunder

Tiger46, a HiTec 36meg Rx and some GWS servos. If this was once your pride and joy let me know and you can have it all back! The engine may need a bit of WD 40 though.



I had to be away for a couple of days and of course it rained! Back on Sat 7<sup>th</sup> I plunged back in for another 2 ½ hours. The first hour is not too bad, you think "I'll find it any minute now" but the second hour gets a bit wearing. It was funny though because within 15 minutes I found a black high wing model that was all there and clearly not for too long. It turned out to be George Kaley's from a few months ago! I pressed on and WTF! I found another plane within 15 mins - an electric orange and white scale job, a Mentor I think. I couldn't take them with me but reckoned I knew where they were (past the big rock, through a bit of bush to the South of 245) so easy to retrieve later.

I came out and there was Mark again. We discussed where I had been and off he went - would you Adam & Eve It!!!! Three quarters of an hour later he was back with my slightly soggy but complete glider - how does he do it!

I told him about the other 2 planes and he went straight back - it took him over an hour to find and retrieve George's but ..... and this is almost comical ..... he couldn't find the Mentor! We both went in for another half hour or so but the bloody thing has vanished!

Now we get the latest. I was at home and the phone rang "Hi Mike, this is Walter Metzger from the club, I hear you have found my Mentor!" "Hi Walter ..... There's some good news and some bad news ....."