

Oily Hand meeting at Cowra 2011

It's that time of year again and the 4 hour drive to Cowra. In case you have forgotten, here's their field and all its open space! The canola is doing well so there are splashes of yellow all over the place. Once again the weather was wonderful, warm sun, hardly any wind and without the vicious night frost of last year.



The Cowra club have a "suggested model" each year but this time there were two - a small free flight model called "Humbug" from 1968 and a Cowra Club design for control line aptly called "The Plank".

I took a bunch of planes, all diesel powered, though you can use glow motors but unsilenced like the Good Old Days! Here they are waiting their turn in the air. In the



front is another Vic Smeed design called "Bandboy" that Andrew & I built for this meeting but unfortunately (or possibly the converse) he was not there to witness the maiden flight. From a hand launch it dived for the ground and only managed to fly as a result of holding full up for the entire flight! It needs a load of

lead in the tail. It was not helped by the motor - and ancient ED Cadet that was a watered down ED Bee and, as the proverb goes, couldn't pull the skin off a rice pudding!

Next up was the Humbig (see the small film on the WRCS website) and given all the space I could allow it a 20 second engine run instead of the 7 sec run at Belrose. It climbed, it circled, it drifted for about a 3 minute flight right into the middle of this lot! This field is just behind the pits and is such a common termination point that they have built a special ladder to climb over the barbed wire fence. My plane was about 2/3 up the slope and to the right



of the tree on the horizon if we got the line right! A trudge and a search found it not too deep in the young growth but Peter Jackson had one lost in there for 3 months (for the full story see www.cowramac.asn.au/main.html).

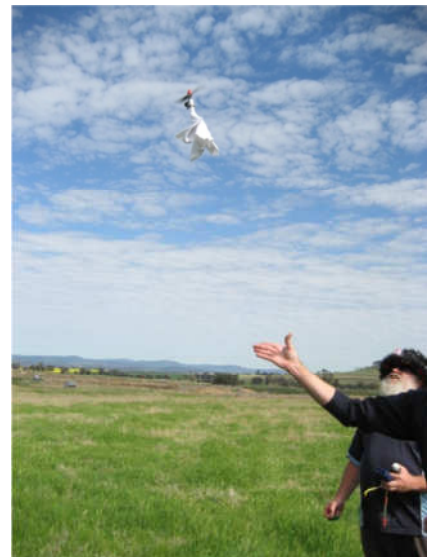


The next flight was not as good, a heavy landing broke the tiny engine bearers and required epoxy glue, some ply, a hack saw blade scrounged from Dave Brown and the volunteer thumbs of Julie to get it flying again.

While in the free flight launching area I witnessed the maiden flight of the funniest "aircraft" I have seen in years! It started in America (where else!) but Robbo & Phil were determined to show we can do anything they can. You take a Cox 049 or similar, fix a "shop rag" on the bottom, start it, launch it, and giggle all the way to about 500 feet!



Here it is on its way with its skirt swirling in the prop wash and it was another one for the wheat field but a lot harder to find! Go to <http://www.youtube.com/watch?v=ph2PMs2-7G4> for the US version.



Time for some more relaxed flying so I got the Tomboy out and had some delightful slow and gentle stuff in the warm Spring air. But then it was "Plank" time!

Here is the Plank in all its sheet glory. It is basic, 1/4 " balsa wing and tail, 1/2" fuselage, any finish you want and almost any motor. One guy had a Cox Conquest doing about 25,000 rpm and its rear exhaust melted the solder out of the fuel tank! I chose an Oliver Tiger to be part of



my all diesel group. By the way that Valvespout fuel can was one I bought to go with my ED Bee in 1957! I wasn't aware (Andy says I didn't read the invitation) that the event was more than just flying in circles, it was 10 laps at a constant height, 2 wingovers, 2 loops, 2 lazy eights and 2 laps inverted in the shortest time! Having managed a couple of test flights and

shaky loops the previous day I managed 2 crashes, 2 broken props, one bent needle valve and 2 incomplete flights for a score of zero BUT it was great fun. Here is the Plank crew and the winner did it all in 58 seconds! Mind you if there had been a prize for the prettiest I would have won for sure!



Saturday evening saw indoor flying in the local school gym like last year though not as many people. My Hanger Rat managed a few circuits though Andy and others managed considerably more. Here's a typical bit of serious rubber winding, a launch and a flight.



Sunday saw more flying though Dave Brown managed to hide his exertions well!



Wal had to do a bit more as he seemed to keep finding trees. With the help of some rather large plastic pipe he managed



retrieval with no damage. Ah, the joys of real free flight! It's another Vic Smeed design, the ubiquitous Tomboy.



There were some interesting C/L models including this profile GB powered (?) by a Cox 010 and an autogyro from the 60s with an ED Racer.



Warren brought this unusual Vic Smeed design "Lola" with an MP 06 up the front and it flew as well as it looked - I may have to build one of those maybe twice size? He also had a Keil Kraft Scorpion, a lovely design, it brought back memories of mine from days in HK - gulp 23 years ago

Well, another great meeting, you should try it but remember even little diesels can bite - they are healing well, thanks!

Mike M aka Moments!

