

Next meeting Monday 4th June

Our last meeting was the "Chuck Glider" competition (with a difference)

Our last meeting was a disaster (weather-wise that is). I came early to try to beat the weather, but to no avail. In fact Kevin, Nea1, Steve and Peter decided to close the meeting at 4.30pm. (I dared not take my wing out of the car, in case it snapped in half- the wind was that strong!) Steve Taylor had a short go with his heli, and survived, but it was hard going. Bill arrived to find the patch bare, so we had a short meeting over the phone (his mobile). But I'm afraid I cried off any suggestion to "Give it a try!" I still don't know if Bill had a fly or not.

The Sunday before was our host day for the GBRCAA. When the aerobatic flyers showed us that well trimmed, well powered models could fly in all weathers, but it would seem that the lessons were not learned, Ho Humm! However, the weather calmed down a little on the following Sunday, and with the kind attention of Gary I chanced my arm with the "Peril" again True to form it did its best to get blown away so it meant lots of "Down" and a somewhat hurried landing. All was going well until I tried a sharp turn on the ground to reduce the ground run, and the, yes the undercart collapsed (good job I have all those spare nylon bolts, so it shouldn't cause too much delay, for my next flight with "down trim!")

The following Sunday I reverted to the "Don" which ignored the wind (well trimmed, symmetrical wing, and VERY heavy) (long landings).

Linda came second, with a model which must have been copied from the stable of Mark, as it matched the features and dimensions and proved the successful conventional design once again. Linda scored 18 secs including a "Gate" bonus.

However, Will surprised us with the way his quite small high wing cabin model, of only about 40" span, and powered by an O.S. LA 25 handled the wind so well. (or was it him?) Anyway, a most impressive performance, which bodes well for the future! What was even more impressive was that the model was made from a magazine plan" (how is that done?)

Then Chris came with a large van, and assembled a large Pitts Biplane. Steve Taylor with lots of energy helped get it ready for its "reminder flight" (it hadn't flown for nearly two years!) The SE 108 growled away, and off she went into a nice left bank, and the radio stopped working! The poor thing cartwheeled into the ground, with bits flying everywhere! It reminded us of the "old days" of Pete C1ea1 who enjoyed "bouncing" big models on the ground. By a process of elimination it was discovered that the culprit was the tranny which was giving out quite a reduced range, but what a rotten way to find out! Unfortunately there wasn't much left of the airframe to recover.

So it would seem that in spite of the bad start to the year there is some faint hope that we will be in for a hot spell for a while, although the chances are that strong winds will have to be put up with also.

So, those of us who fly on the scale day will have to hope for the best (a nice NW breeze)?

Don't forget the club scale day is on Saturday 2nd June 2012

Cheers Dears, Mike