

Tell us what you intend to do this Summer

Our last meeting kicked off with Howard regaling us with his adventures whilst refurbishing a rather splendid Pitts 1/4 scale S-2B ARF. A rather unusual step for Howard, who can be quite disdainful about "Cheque Book Fliers!" Anyway, he had problems with his Supre Tigre, which kept stopping, and made it difficult to get back to the patch, and covering material was difficult to obtain. Of course he could have changed colour a little bit, but that would have offended Howard's good taste and determination to get things right.

The engine problem was sorted out by "Just Engines" who provided a new carb for the reasonable sum of £20. After smoking out the neighbours, Howard got the engine to run well, and has joined the happy band of 2.4 G users. He managed to get some of the right covering material, which came from CML and turned out to be old stock Orocover., and so we will all wait with baited breath to see it fly again!

Paul Pichel (who never seems without) showed us his latest model a Top Flight P47 (Jug) a splendid razorback version, powered by a Thunder Tigre 91 F/S which Paul managed to shoe horn into the cowl and together with the Ali-foil covering made for a very realistic scale model. Paul, without being asked said "Yes it IS heavy" But he will fly it anyway! Not only that, he intends to stay with 35Megll "You can pick up good gear for a song"

As a late comer to the mysteries of electric flight with Lipo's I had the temerity to show my rather dishevel1ed little ST M X 2, which is my SECOND attempt to master the art .. The first being an ST "Discovery" which had a trike undercart, and good manners. (in a light wind) I confessed my surprise at how easy it made the rigmarole of getting ready to fly, how clean every thing stayed (which caused some uncalled for comments about stained models), and of course how easy the starting procedure has become.

When questioned as to when I got interested in electric flight, I think most were surprised to hear that I flew a Keil Craft Outlaw in 19 something with an M F A Electric Flight pack. This used Nicads, which gave a surprising amount of "GO" but suffered from interference when my "Lash-up" of micro switch for throttle gave off a rather large spark, which caused the escapement to give right (or left) rudder when you were least expecting it! If left alone, the Outlaw flew quite well, but, it flew so well that it would easily have become a "Lost model" in no time.

However, I managed to get it back each time by developing rather hasty inputs from the three channel tranny I had in those days, (some of you may have noticed the trait still remains). However, I will persist, if only to discover the secret of how to land without leaving the undercart behind. I have more hope now that Mark has introduced me to "Gorilla"1 Glue which is very strong and soaks into the pores of the foam, and hopefully will aid my attempts.

Just an aside. A letter from an oil rig worker.

I work on an Oil Rig and earn good money, and pay quite a lot of tax. As my work is rather critical, I have to take a urine test for drugs and alcohol. Please understand that I have no problem with helping people get back on their feet However, I do have a problem with he1ping people to sit on their arses drinking beer and taking drugs!

Shouldn't people have to pass a urine test before getting a Benefits cheque? I have to pass a urine test to get the money in the first place!

Cheers Dears, Mike