

## WITH THE WEEKDAY WARRIORS

To start, a correction: Bob Barrow's late, lamented, ducted-fan ship was a Bullet, a non-scale effort of Byron's, not a BD-5J. So what do I know from jets? It looked like the Bede machine (Of course, I can barely tell a Gloster Meteor from an SR-71); Byron puts out a BD-SJ kit; and there is one on the airshow circuit called a Silver Bullet. It's only a jet, but even so it deserved to have its name correct in the obit.

The autopsy on the Bullet brought a probable cause of death to light. One of the wires involved in bringing the juice from the battery pack to the receiver was found to have draped itself over the tuned pipe. All the insulation had been melted off and the little positive wires were getting chummy with the little negative wires. All very nice socially, but electrically it's a disaster called a short circuit.

All of you who have been hiding under the table can come out now; Harry Gates's takeoffs are really getting pretty good. Mike Mellor is still wrestling a bit with his big towplane. Mike's used to standing behind a sailplane as it goes up on the winch and standing 'way over in the pilot's box is a bit strange. The plane is a 99" Robinhood and is meant to tow up 1/4-scale sailplanes. The engine is a big Kawasaki meant originally for a leaf blower, I believe.

On the weekday Mike came down with the towplane (and thus qualified for inclusion in this column), he brought Jim Thurman, another of the glider guys, with him. Jim had an P/C hand-launched glider, a contraption with a very thin wing, tiny servos, and a 150ma battery pack stuffed into the narrow glass fuselage. Both Jim and your columnist threw the bird quite a few times, but Short Mountain was its usual stingy self when it came to useful lift. Initially, I was throwing it the same way I do my FF HLGs, causing Jim to do some fancy stick work to recover from the launch. Later, I did almost get the hang of it before my arm fell off.

We had a few more visiting firemen on the field in late July. Ray McClelland, who is not visiting from very far away, was flying a Thunderbird pattern ship with the required YS 1.20 4-stroke. Bob Litscher, who used to live in Bend, now hails from Sun City, Arizona and was flying another Pattern bird called Jupiter. Quite good-looking (for a pattern ship) with an equi-tapered wing, round tips, and well-rounded tail surfaces. Bob told me the fellow who makes the parts for it said that it was based on a 30s Russian machine, but it certainly reminds me of the Folkerts Speed King racers of that era, one of which - Rudy Kling's SK-3 - was called Jupiter. Bob's Jupiter had (what else?) a YS 1.20. The third of our visitors was Norm Cecil from Alamogordo, N.M. who was flying an ARF Su-26 powered by a Saito 50. Our grass strip greeted him with its usual

hospitality: It took his gear off. Nylon shear bolts, so he got back in the air later in the morning.

There may be something stuck on the end of this. Harry had the mad idea of having me send him something from London in time for the newsletter. It will have to be before I fly in the vintage Days affair, but I will have been to four museums and an air show by the deadline, so I may try to oblige our Editor.

C. O'D.

