

August 1999

WITH THE WEEKDAY WARRIORS

With all that good weather we have been blessed with, there has been a lot of action at the field on weekdays. I have been down there most days, trimming freeflight models for the contest season which sneaked up upon me suddenly, while I wasn't looking. I think that Wednesdays are the only days when I have not seen many people at the R/C strip.

Steve Gillespie has a cowl on that big Midwest Giles 202, the one with the Moki 1.80. The Moki seems happy indoors and the plane looks a lot better. I think it was Dorothy Parker, the cynical soul, who observed, "No good deed goes unpunished". Steve learned the truth of that a couple of weeks back when, on a weekend, he loaned his only spare 18-10 prop to another flier. On Monday, the Giles, at the end of a routine landing roll-out, hit a pebble or some such thing on the runway, nosed up, and broke the prop. End of flying until another 18-10 was obtained from the store. Gene Parro, with a twinkle in his eye, remarked, "I have two nines", but Steve was sure he couldn't make that work out.

Sandy Downing had his very-low-aspect-ratio Slowpoke out on the Tuesday evening of the meeting for the third time, the first two having been less than successful. This was the charm, however, extra noseweight having tamed the beast. Sandy thinks it could use even a bit more, though he seemed to have it firmly in hand. O.S. .20 in this one - darned near down in the Jim Smith class.

Elbert Goodman was flying his Kadet Sr. out a bit too far and lost sight of it when it got end on to him. Doug McWha and Russell Butaud saw it go down behind one of the larger trees to the south of the strip and joined El in the search. Well, it was lucky there was a freeflyer in the vicinity, chasing down a 4 oz. Wake the breeze had taken to the southern end of his test-flying patch. Said freeflyer, Yours Truly, came across the Kadet Sr. on the edge of his territory, well to the west of where the search party was slaving away. Under cover of that big tree, the Kadet must have leveled out and continued to motor for some distance before contacting the turf - hard. Tail surfaces off; wing in two pieces; fuse looked okay. Subsequently, El resurrected that other bird of his, the one based on a full-size ultralight. Steve G. checked it out with El on the buddy box and it looks fit to fly.

Steve also trimmed-out Foster Anderson's Hawk II .30-size helicopter to "hands-off" status and Foster has been doing a fair amount of hover and small-hop practice ever since. Understand, now, that "hands-off" with a chopper is not - repeat, not - the same as that term is understood in the fixed-wing world. The blasted thing is sliding all around, back and forth, side to side, but it isn't trying to stand on its head or dig its way to China.

Doug McWha, when not combing the brush for other people's, has had a new one out, a Kaos 40, all blue to match the O.S. in the nose. There's a slight warp in a wing which Doug has been able to compensate for with aileron trim, but he rightly doesn't care for that untidy solution and is seeking ways to get rid of the warp. If

sheer brute force is the answer, it seems as though he could cope. All he did was try to tweak the landing gear on his EasySport just a bit straighter while it was sitting on the bench and he ended up snapping all the nylon straps and pulling out some of the ply mount. The man doesn't know his own strength.

There is life at the strip on Tuesdays. One such day found Doug and Foster there, as well as Jon Kizer who was flying an angular, though not bad-looking - Super Sport 40 low-winger. There was another fellow, too, with a only slightly bedraggled Tiger Trainer, but as he hadn't posted his club card I don't know who he was. It does help if you post your club or AMA card when you take the frequency pin. First, it's the field rule and, second, it makes life easier for your poor, old, columnist.

Otherwise things have been routine. Bill Bodley is flying his EasySport 40 and Russell Butaud his Super Frontier 40. Nothing to remark about these two; they just get on with it in everyday style. And, routinely, Jim Smith continues to amaze us.

Jim's latest is a C-47. Guillow's, the kit makers, list this one as "exhibition only", but Mr. Smith demurs. Or maybe he thought they were just kidding - good old Guillow's, just a barrel of laughs. Anyhow he put rudder, elevator, and ailerons in it and powered it with a couple of TD .020s. On the first outing, both fuel systems were clogged so badly that neither tank could be filled, but on 8/12 all was ready. Takeoff is, well, a bit adventurous, but once in the air it is solid and goes like a streak. It loops, rolls, and spins and what's more, recovers from all of those gyrations when commanded to do so. "Ah", you say, looking wise, "What happens when one engine quits before the other and you have no throttle? Well, what then?" In answer to your question: Life goes on. Not a pussycat, but "Handlable", Jim says. Eminently so from what I was able to observe, though you don't want to try turns into the dead engine. That gives you a snaproll, albeit one to a level recovery. And when the other engine quits the glide is really not bad at all. Silver post-war markings and a weight of 12 oz.. Anybody got a set of very, very light retracts? Or could we get him to put it on floats - there were some C-47s so equipped and amphibian at that.

A plea on behalf of your President, the Honorable Mark Stafford: A note-taker will be needed for the minutes of the August meeting because the usual scribbler will be sleeping the sleep of the Just at 3:30 a.m. in Wolverhampton in anticipation of visiting the museum at Cosford later in the morning after having flown for three days in the European SAM Championships at Middle Wallop.

C O'D