

Race Day April 8th 2017

How many parts make up a typical 45 size glow motor? If you don't count every last little machine screw and washer it's about 10. Why you ask, more of that later.

The meeting was supposed to be Standard Model Racing and Electric fun fly but we were clearly in for problems despite it being a lovely sunny day - perfect flying weather. Dave Bolstad couldn't get there before 1.00pm because he had to collect Kate from football and Mike Minty had left his transmitters at home! This led to a search for a Tx to borrow but, of course, given Mikes origin, it had to be Mode 2 and they are few and far between. This led to further discussion along the lines of "all you have to do is hold the Tx upside down" so we did! It also means swapping over the aileron and rudder channels and reversing most of the throws but if you look closely you can see Mike is flying with the Tx upside down! He described it as "very uncomfortable, apart from anything else the aerial pokes you in the chest" and "rather not repeat it".



But now we are ready for a race! **Round 1** saw Dave Pound (also acting as CD for the event) Mike Minty, Dave Bolstad, Clive Weatherhead and George Atkinson taking a break from helicopters ready to race.



also in the shot David F, Tim and Peter Lloyd helping with the calling and timing.

Please note this was taken after the race (should always be taken before the race!)

It was a good leMans start counted down by Peter L with no premature wosnames and 5 planes were rattling round the course between the two white poles each with their "caller" to tell the pilots when to turn. It was a good clean race but at about lap 5 there was that nasty sound of a plane going through the trees at speed Clive found that his plane wanted to take a different track to the one he intended when it, mysteriously, went off air!

With their ten laps done the survivors lined up for landing except Mike who found, high up the ridge, that his plane also wanted to go in a different direction, not far from where Clive's had gone native another sound of breaking branches.

While Clive & Mike went bushwalking, Dave Pound put his CD hat on and checked times:

1st George A. in 2:37 2nd Dave B in 2:39 3rd Mike M in 3:16 4th Dave P in 3:18

Interesting to see the difference between 1&2 and 3&4, the first 2 using OS 45FX and the latter ASP, is there a message there?

So back to the question in Para 1. A crash can damage (destroy totally!) the plane but engine damage is usually rare. Clive managed to hit a rock at speed and broke 5 of the major Thunder Tiger engine parts including driving the big end out through the backplate of the engine - a write off that Dave P generously bought for \$5 having sold him the engine only a few months ago for \$100.

Clive & Mike met up on the track to collect pieces and Clive to show the joys of bush walking!



It was getting late by now so it was decided to call it a day for comp flying. Electric fun fly would be another day, there were only 2 available and that's not enough for a comp.

Dave P handed out the Race Trophies and thanks to helpers, lap counters and timers and it was time to end a very eventful day.

Don't forget Scale Day it's up on the 30th of this month, see you there!

