



Members Reports

Pylon Maryborough 17-18/10/09

Three Club members made the trek to Maryborough to a well presented field with even more improvements since the last time we were there. First up was the FAI class and this is my first actual competition in this class, spoke to some of the experts for hints on final setup and methods on the start line. Test flight went without a hitch. On to the racing. All the course was organised with people in the timing/lap counting cage, number one pylon with the lights checked and tested and observers on pylon s two and three. I was in the second heat, on the line clock timing down, 20 seconds, start the engine, pilot to the flying position, mechanic (Mike) doing the final tuning to the engine, the clock times out and off and racing.....well that was what it was supposed to be, we just couldn't get the engine started, left the fuel clamp on so no fuel, clamp off, flooded the engine. Well better luck next time. A first score of 200. Second race, sort of the same we didn't clear the engine properly and it was still flooded so again a no start, another score of 200. Back to the pits, getting plenty of hints from the experts on how to start engines. Third race well we finally got it sorted out, off and racing 10 laps and out, only two laps behind the others, well they have done it before and they have both represented Australia, so it is a tough field. Fourth race much the same as the third, still two laps behind, BUT, I beat them both, I must have had them worried as they had too many cuts and both scored 200. Fifth and last race, only two of us in it and I did my personal best 80.39 seconds (only 20 seconds behind the rest) but at least I had a go and I still came home with the plane. Over all placing for me was eighth out of eleven.

Time for lunch and then for QE46 and flown on the short course, this is the class that Mike is running with the Ninja and the Profi, not exactly legal but it is still racing. From the start Mike was looking pretty good, and was just beaten in the first race. The next three races one of the others pulled out so there was just the two racing in this heat and Mike easily won these. On the landing after the fourth race the UC was damaged and without a spare it was decided to withdraw from the last race. Overall Mike came in third place, however, as his engine was not legal he had to recind the placing. Mikes best time was an easy 80.61 seconds. Garry also flew in this class with Warren calling for him. Garry flew in all the races with only one cut for the event. Overall Garry came in fifth place, with a best time of 90.80 seconds.



Members Reports continued.....

That was the first day of competition, back to the motel for a cleanup and short rest, then pick up some food and back to the field for the night time talks and discussions. The next day was again a bright and sunny day with a slight breeze straight down the strip, Mike is first up this time for Q500, the Viper and TT Pro 46. The racing was fairly fierce with some of these models going very well. I called for Mike again but this time there was a bit of confusion with the lights (gotta blame something) and I called Mike short on some of the races causing him to cut and on one occasion a turn was done before my call, well we need the practise and experience. Last was the F400. Again Mike called for me, only had trouble on the second race when we could not get the engine started (glow driver was shored to the engine). Again I was lapped in these races. Finished the day in eighth place with a best time of 95.47 seconds, the others were doing around the 70 second mark.

With the end of the racing all the gear was packed up then the presentations made. Final top three positions in each class were:

F4I: Steve Taylor, Tyler Mees, Brad Dar.

F400: Bruce Dechastel, Tyler Mees, Ranjit Phelan

QE46: Neil Davy, Craig Scotney, Rod Burley

Q500: Mick Dakers, Craig Scotney, Greg Gillies

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