

## Wings over West Wyalong 22/23 Oct 2017

Did you see their advert, I did and thought it was time to visit the 700 acres out west. Well I can tell you it's a loooong way from Rozelle; give or take a km about 500 but if it was going to include everything from a Cox .01 to a Pulse jet it should be worth it.

After a long days drive (mainly in the rain) we arrived at the gate on the Friday evening and faced the couple of km drive to the house at the end of the dirt road, you can just about see it in the clump of trees in the middle of this picture. This is all their land! The NSW Free Flight Association pooled their funds (\$350,000!) and bought it outright.



They have a great setup there, the house itself has 4 bedrooms, a couple of bathrooms, a large kit/dining room and a superb collection of model books and magazines in the library including the late John O'Donnell's collection from the UK. There are also two large sheds, a camp kitchen and hot showers and toilets for men and women and a camping area under the trees with water and electricity available. We had time to set up my Pup and the Hog Bipe before the sun set and then drove back the 14 kms to WW itself to a perfectly respectable motel at only \$60 a night.

The following morning we were out there by 8.15 am expecting a big crowd - it didn't happen. I got my first flight in before 8.30 just after a very brief pilot briefing as there were only 4 of us there at the time. The field is somewhat paddock like in terms of surface and the



actual mown strip, while better is still a bit rough. There was a brisk breeze blowing down it that was no trouble to the Pup and it slackened off during the day. There was a good mix of large and small models and Warren Brown (of Oily Hand fame) had his usual collection of about 25 small aircraft ranging from a Sharkface of about 14" span to this beauty, a 96" span scaled up from the original Junior 60 from the 50's.





There were a few members from the Society of Antique Modellers with some lovely old models powered by suitably antique spark ignition motors.



This one is an RC 1 from the 40s powered by an Anderson 10cc motor that sounds like a motorbike without a silencer. Peter Scott ran a "competition"

SAMS 1788

Try your luck!!  
Put in a flight longest  
Day wins.

1 min engine Run -  
we supply all the Plane and help  
Try old timer flying

Peter Scott	4-13 secs
Jim Rae	4-29 "
Michael Towell	2-59 sec
Dave Thomas	5-32s
Mike Minty	3-09s
Brian Payne	8-58s
Warren Brown	4-26s
Graham Frost	11-43s
Dave Axon	2-57s
Anthony Vickery	3-31s



where you could fly it under power for 60 secs and then see how long you could glide. I had my turn but as you can see from the results chart did not do too well but I claim in my defence I had to fly it Mode 1. Brian Payne, who many of you will know, did a lot better!

While it was good that the wind dropped what didn't were the flies! There were thousands of the bastards, up your nose, inside your glasses and made flying (especially landing) a pain. This is just the *back* of my shirt! Many of the locals in the know brought fly nets that attached to your hat and covered your face. I invested \$2.50 from a shop in town - worth every penny!

Quite a few ARFs but the big Typhoon was not and



looked and flew very realistically. His silencer came loose which was a major job to get to and exposed the very complex collection of gear you need in a biggie.



I took and flew my Tomboy and too my embarrassment did it again! Yes, took off without the Rx turned on! It disappeared in the distance but a long zig-zag drive over the northern paddock found it - the advantage of 700 acres. While looking for it we found one that someone else had lost that morning when his D/T didn't work.



The adv had said there would be a "mass Ebenezer launch" but when it came due there were only 4 of us. If you don't know the Ebenezer it is an all sheet biplane from 1958 typically powered by a small diesel. Mine is actually 25% larger hence called Bigenezer. Their flight pattern is usually a steep, tight circling climb followed by a not very good glide. We launched them and mine did a tight turn and hit Warren (LH end) in the head and broke the wing retaining dowl. Warrens flew as expected and made a

respectable flight but the little one on the right with a Red Fin Compish 1/2cc motor (very collectable!) rose higher and higher and disappeared way down wind - I doubt it will be found!



Saturday evening saw a roast dinner in the house grounds put on by the club - and very good



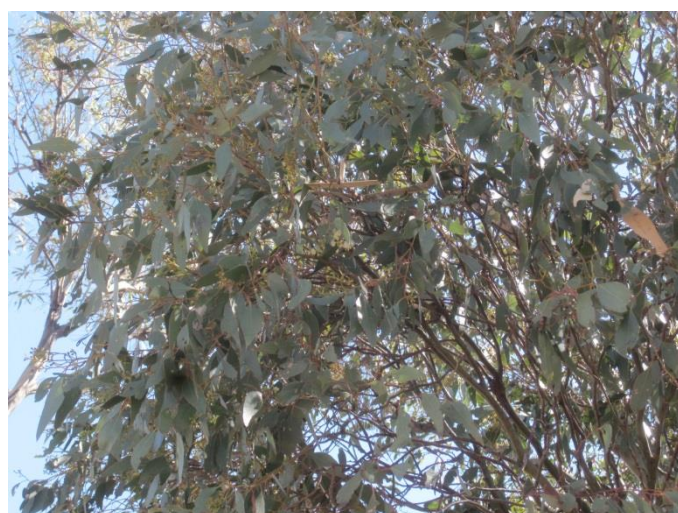
it was too. Roast lamb, roast vegies and all the drink you wanted .....assuming you brought it. For the campers it was a short walk back to their tents, for the motellers it was not too much to drink and drive back to town under a zillion country stars.

Sunday morning advertised FF scramble but I didn't get up early enough and it seems neither did anyone else. I'd packed up the Pup on Sat night but Sunday gave plenty of time to fly my Hog Bipe and the Sportster which I built for the 2014

Oily Hand meeting. It was kitted by Hearn's Hobbies in Melbourne in the early 50's and is powered by my late 40's ED Comp Special, all throbbing 2cc of power. It is a joy to fly and even managed to ROG (Rise Off Ground - something of an event in the olden days!) despite the rather rough ground.



Finally I free flew this little catapult glider that Keith Murray gave me a while ago. It flew very well, enough to get to the camp site from the main take off area and land in a tree. If you look closely you should see it but it takes some time as we found walking around under the tree - perhaps I should offer a prize?



So time for the long drive home. They have a wonderful field and are very friendly people

also flying free flight power and gliders but I can't see me getting there too often except the Nats next Easter; that will be worth it.

Cheers, Mike Minty