

When reviews go

Wrong

by

Captain WG Gilderslag

When they sent over the photographs for my overall reflection and comment on the test flying of products over the previous ninety nine issues of this magazine I was aghast. For people who purport themselves to be test pilots what a shoddy lot of flying. I bet my last dollar all those blokes cut the power before they stuck their craft in. Okay they paid for their own engine and radio but that's still no excuse. I continue to receive many requests for articles and comments from an industry perspective and for those not in the loop or newbies with little on no industry knowledge who have never heard of me I hereby offer my credentials.

WG Gilderslag-Bognolious is the full name but now shortened to fit within those infernal computerised forms that one

must fill out in this day and age to enter a competition or receive a Government pension. When I am not performing as a world famous stunt pilot my other love is filling out Time Share entry forms. Then I rip into unsuspecting telemarketers whose pronunciation of my surname leaves them wanting. Known as "Mr Third Scale" way before 1/3rd scale model aeroplanes that flew even existed and in today's marketplace this is a very small but growing segment. So I have been around a while and have seen some things. These days I don't like what I see all that much. Just good old fashioned flying. That's what I am about and there should be more of it.

Yeager was able to make General and keep flying but I had to remain a Captain to stay in the air. I did fly a desk until my promotion was rescinded. That desk taught me the

advantages of solid wooden construction before I went on to U.A.V.s to command a squadron. The service men are a nice well educated lot but what a bunch of wimps. UnMANned Aerial Vehicles because they sit inside air conditioned comfort to fly the mission. I'll have none of that. When I flew a mission it was out there in the elements baby.

At least the aero-modeller stands outside and braves the conditions but don't get me started on that lot with those fancy controls systems. Throttle? Who needs it? Rudder and a good old fashioned flight plan with accurate fuel management is all you need. When the engine stops I just land.

WG Gilderslag Flight Plan
Engine on.... Take off.
Engine offLand.



The Skycutter lasted three issues but at least Scott Bonnar saved it for an airshow.



It didn't crash and he really did like it but Frank Curzon had just decided to concentrate on electric prior to its maiden flight and the Victa Airtourer was sold before the wheels touched. (Tried to buy another one later. Model still flying)

This model met all expectations, right up until it was taken outside. Infrared signals only have so much range and the X-UFO was last seen on its way to a rooftop somewhere in Melbourne.



Illegally parked Falcon. (Curtiss Jenny still flying.)





Not the result of a way oversized wayward park flyer but a nice effort at recycling what was a Decathlon after the battery pack was exhausted. No fridges were hurt during filming and unlike the aeroplane, the fridge does work and remains available for sale complete with decoration. Call Greg O'Keefe on 0419 356 000.



MR 1/3 RD SCALE

A TALE OF TWO YAKS, ONE PILOT



This 46 powered Yak 54 was hung on a fence when didn't make the runway after running out of fuel. The model was later recycled for a "How to repair an ARF" article.



Two years later the Magnum radial in a 1/3rd scale Yak 54 quit and the forced landing didn't go all that well. At least it was on the ground this time before it hit the fence. Post flight analysis revealed the fuel tank was..... empty.



PIPER CUB ON MODE 2

VENTUS



Same fate different pilot. This model's demise is also fence related when it could not make the turn on final.

"Oh Yeah I can fly Mode 2 as well, no problem." said Brian Dart who was Club President at the time of 2007 Shepparton Mammoth Scale. This enticed Mr Green junior to hand Piper Cub's TX over. (Model still flying)



When reviews go wrong

BILL KIRK'S LITTLE CAT RACING TEXANS



The pilot forgot to bolt the wing on correctly to Little Cat 1 for a demo of Texan Racing at Shepparton Mammoth Scale. Bill Kirk was not at the controls of any of these models and we longer speak of Little Cat 2.



Little Cat 3 had a mid air on the 11th lap of a 10 lap race

HARMON ROCKETS



Spunky little sport scale models were re-engined by Stephen Green and Justin Reynolds, the latter who made it his career to explore the limits of overpowering models. Justin's is still flying with a 61 FX and the other went from a .46- 61 -75 then a 120 two stroke to pull up a 4.9 metre glider. The glider is no longer with us and one year later a post crash analysis of the tug revealed Airshowitis when it knife edged into a haystack.



PAPPERAZZI



CORBY STARLET

Corby Starlett flown by Stephen Green. Engine failure on the 1st take off and seconds later it looked like this. And this guy holds an instructor rating!



Lovely flying P-51 B survived an incident caused by the over eager photographer.

The model was rushed off to the workshop after the cameraman was given the all clear by a Doctor.



Extra 260 hit a pole when being flown left handed by the Pilot on mode 2 to leave the right hand free to operate the shutter release. The camera was not dropped but the model was destroyed.





Gee Bee Why? Ray Jackson's novel way to wash off speed for landing was not appreciated by the organisers. They had only built three pylons.



Justin Reynold's pursuit into oversized engine research reached its peak when the wing let go in 2007. With 85 cc in a 62 cc design and the extra 1.5 kg of ballast. If only he had fitted 84 cc.

Ross Felix pic

GONE IN SIXTY SECONDS.



At the next meeting Ray had the last laugh after the Gee Bee Y sustained little damage after close encounter with Brian Green's Gee Bee Y. Actually he enjoyed the last laugh. Finally after all these years, it was his son's model.

THE MOST PAINFUL



Brian Green's F-9F Panther was built for the 2006 Scale World Champs. After flight trials were completed the model was to be painted but six weeks before departure a few thousand rivets were wasted along with pneumatic folding wings when it all went horribly wrong on the fourth flight. the comp Brian then built a Fokker E111 Eindecker



I rue the day the steam engine was deemed too heavy but when someone invents the remote stoker it will be back. The best sounding green energy ever made and the smoke is a lot kinder to the environment than any of the current alternatives.

What about when one of those new fangled speed controllly thingamajigs fries itself? What about the mess from a glo-engine that spews twenty percent of it's unburned fuel along the side of the fuselage. As for



Four young pilots demolished this Micro flyer in sixty seconds.

MORE JET ACTION



The result of an overshoot into long grass and the turbine was left running.

Pilot known, name withheld but all extinguishers were exhausted and the fire brigade had to be called. Thirty minutes later a more famous someone stuck one in and set fire to grass on the other of the bitumen. After the fire brigade left the second time this chap inadvertently let in a photographer for the local paper.

those petrol engines they really only took off after the joy of cutting down trees was banned. Don't get me started on the environmental argument. The environment is a lot tougher than the greenies would have you believe. I speak with authority because I've been smacking into it for years.

And what is it that makes the hobbyist sprint over to the crash site? There isn't anyone in the thing so what's with that? Why do they run? Running a close second to the free flight fraternity are those jet jockeys

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who by the way are right up there as the most prolific sprinters in the hobby. I say if you can't afford the odd fire then don't take off. Anyway kerosine is highly overrated as an incendiary, those new battery powered jobs carry much more potential but I long for the original L.P.G. fuelled turbines. When that pressurised tank split a mushroom cloud added unparalleled authenticity

Free Flight? Don't get me started. Anyone who attempts to fly a plane with no control system whatsoever has my admiration. Strong in the legs but they're a bit weak in the mind. They fly at dawn because it allows sufficient time for a search before heading off to church to pray for the safe return of the model. Control Line! The inventor must have already been dizzy when he came up with that revolutionary idea.

Now there are those pilots who write reviews for other magazines who have the uncanny knack to take off and never touch the trims. Unlike most other model magazine proprietors the people who put this one together are having a go. At least these boys think they can fly and feature heavily here due to their poor archival retrieval system and their desire not to be sued for defamation.



Before.

After



"Sorry about the engine Alex I promise to replace it" said Justin Church after he totally destroyed this F-20 Tiger Shark on the test flight.

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If I crash it blinking well stays crashed and I'll have none of this pussy soft balsa wood either. I fly to leave an impression which is why my planes have always been built from Jarrah.

Lesson one. If you want to leave a lasting impression and give the long suffering hobby shop proprietor not to mention giving the poor old importers a leg up at the same time, give that throttle a miss.

Lesson 2 Crashing at airshows always grab the microphone and explain to the crowd that it may bad but most of the parts are salvageable so you haven't done your dough.

Due to the unfair ability to continue thrashing themselves to pieces long after impact helicopters were not included. That Justin Church (Helicopter columnist) could go a long way in this industry though. Carbon shards scattered all over the field is his usual forte but he has turned his hand to fixed wing very nicely.

Telephone calls pertaining to the replacement of Alex's engine remain unanswered to this day. WG