

# The Thermaleer

Coota Cup 2007 by Barry Barton

With the hardcore SAM 600 busy preparing for the American Experience, a sole flier took the nine hour drive to Cootamundra for the 4 event Coota Cup.

Team Potter were set up on-site plus a new-old face; "Little John" Derchesko returning to OT after a very, very long lay off.

Talking point early on day one was Paul Farthing's foray into very lightweight construction, latest effort, a 1/2A Stardust which he claims he has down to a miserly 8 1/4 ozs which, (if feasible) beats the ultra lightweight Stardust of Brian Stebbing. Looking like a spiders web of Kevlar thread and small section carbon strip it was a masterpiece of the builder's art and aroused much admiration and not a little skepticism.

Burford up first, and to confound the conventional wisdom the Ball race powered model of Peter Scott came home in number one position.

Duration followed with the highly competitive Condobolin Kid blitzing the field once again on his way to yet another attempt at retaining the impressive Coota Cup, a feat he achieved for the fourth consecutive time. Geoff Potter's Duration model caused some hearts topping moments when the throttle cut off - didn't! The hectic gyrations over the field ended in success and applause when fuel finally ran out and the model returned to Mother Earth successfully. Weather throughout Day One was usable, Day two for 1/2 A dawned fine, breezy, but ideal for those who made height initially. Ian Connell, Dave Brown and Peter Scott got immense eye-straining height while the rest of the field dropped out and Rob Smith's model took off for foreign parts (later found). Don Southwell was sporting an unconventional Stardust with the longest nose ever seen, pinched into Cox back plate size and covered in Mark Collins old livery. See results attached for those who finished where.

Texaco in perfect conditions attracted a large field of 24 starters with most making the fly off late arvo day two, Condo took off toward the setting sun and found gentle sustained lift, no one followed, so he topped wave one. The unfortunate clashing fliers took off in rapidly cooling conditions to the sympathies of the Mob, no one ever does any good in the late second wave - oops! - the Friendly Mexican who had also spotted the conditions engendered by the setting sun scraped home for a shock result.

Yet another great weekend of OT flying with 1788.

## SERIOUS SUGGESTION RE THE SOUTHERN SCHISM

The reported schism within the last remaining fliers in SA and VIC has caused such facile pondering in 1788 and a proposal put forward in all seriousness at Coota was that an appropriate title for any breakaway group (which we can ill afford) be SAM RON

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