

## Scale Day 24<sup>th</sup> Nov 2013

We were still worried about the weather even after a weeks postponement and especially since the field looked like a lake on the Saturday! However, Sunday dawned pretty clear with light winds and, despite a fair amount of mud and surface water, the field was flyable.

Mike Minty was the first one at the field at 7.30 - when you have 2 biplanes and a strutted high winger there is a lot of assembly work to get done before the Pilot Briefing. Dave Foster and taken the wiser route of doing some rigging on Saturday and leaving the planes locked in one of the containers.

This was the scene at the briefing when CD Dave Pound gave the standard advice/rules especially about safety and flying over or too close to the pits.



There were some old favourites and some new wings like this 85cc powered P51 from Ron Clark that has been test flown but awaits finishing before flying in competition. As usual there were four categories in the comp, Over & Under 7kg for Civilian & Military





aircraft. Pilots took it turn to judge the flights of others, Max 15 pts for take off; 15 pts for landing and max 30 pts for the flight and the nominated manoeuvres. After that there would be a "scale fidelity and craftsmanship" score out of 40 to take the total out of 100.

Clive managed to tear himself away from the Battery Business to put some in his own plane and "go fly electric".

Meanwhile Doug Radford discusses the complexities of flying a scale helicopter with Elie Mehanna.



Flying continued with Ron Clark putting in



his regular smooth performance with his Mitchell - boy does that look/sound good sweeping down the strip!



Mike Minty flew his Sopwith Pup and managed to avoid the very soggy bit in the middle of the field that tripped a few people up. Nine kilos of Pup on thin wheels soon sinks or embarrassingly noses over!



Amidst all this large scale stuff there appeared David Menzies and his tiny Chester Jeep. Electric powered, tissue covered, it got rather blown about but looked delightful! In a similar vein Stan Begg brought his "Jidol" .... "Jidel" ? This is an Idol kit with the fuselage turned upside down and a cranked wing

built so it looks a bit like a Bebe Jodel ..... a bit but not enough to enter this comp. Note the AM 15 diesel power!

Mind you that did not stop Dave Bolstad from entering his SE5 minus the top wing!



Dave Foster had a squadron of planes, a Tiger Moth, a classic yellow Piper Cub (though we won't talk about that or the tree it tried to demolish) a Sopwith

Camel, a Fokker D VIII and a diminutive Christen Eagle. He flew and flew,

determined to rack up a good score (see Championship results).



Doug had his Beaver and it looks very stately cruising around the sky. Mike Minty also flew his Tiger Moth complete with "ash dropping" just like the full size one does over

the sea for deceased ones. Here is Dave Pounds pilot climbing out of the cockpit after another successful mission in his Me109. It flies with "authority" ie it's got grunt!







Dean Schuback his Cessna on display and flying. As usual the motor (a Super Tigre 2000) ran smoothly and strongly much to the surprise of many who think that is not possible with a ST! He also flew his low wing Bonanza.

Tom Sparkes had his DH Comet twin in under 7kg

Civilian. It's a very attractive design but with that wing shape must be a fine candidate for a tip stall. Look at it in the first photo. In large Civilian he had his Laird racer thundering up and down the strip in full terrifying form!

David B had a fleet of his own too; apart from the so-called SE5 he had a Spitfire, an Sbach 300, a Spacewalker and a P40 to fly.

Kelvin King brought his huge Yak which, of course, put on a great display of aerobatics. Shame about the pilot though ..... there isn't one! He also flew his smaller Extra 300.

Neil Waterhouse has a very smart ARF PC9 that flies as smoothly as it looks.

A lot of flying, a lot of judging and the numbers showed .....

- |                       |                           |                              |
|-----------------------|---------------------------|------------------------------|
| <b>Large Civilian</b> | 1 Dean Schuback Cessna    | 2 Tom Sparkes Laird          |
|                       | 3 Kelvin King Yak         | 4 Col Buckley Piper Cub      |
| <b>Small Civilian</b> | 1 Dean Schuback Bonanza   | 2 Mike Minty Tiger Moth      |
|                       | 3 Ellie Mehanna Bell Heli | 4 Kelvin King Extra 300      |
| <b>Large Military</b> | 1 Mike Minty Sopwith Pup  | 2 Ron Clark Mitchell         |
|                       | 3 Dave Pound Me 109       | 4 David Foster Sopwith Camel |
| <b>Small Military</b> | 1 Mike Minty He 46        | 2 Neil Waterhousa PC 9       |
|                       | 3 Dave Bolstad P 40       | 4 Dave Bolstad SE 5          |

Which then led to the presentation of the **Wal van Heekeren Trophy** - the one he made in '82 to be presented to the pilot of the best built-n-flown model and

it went to Mike Minty. Nice to see it awarded, it's a sign of the times that so few models qualify in these days of ARFs.



So here's the happy prize winners, thanks to all the pilots and to Dave Pound for organising and the many other helpers.

Plenty of planes but not the best turnout of pilots (maybe due to postponement of the comp)so hopefully in the next comp.

See *you* at the next Scale Day?

PS Will you look at that sky after the weather we have had recently!