



NEWSLETTER

FOUR PAGE SCALE DAY SPECIAL

August 2009

Editor: Michael Sullivan

WINDY SCALE DAY STILL A BIG SUCCESS



Photo: Tony Gower



Scale day went ahead on Sunday, July 12th, despite heavy rain the previous day and the fear of more rain advancing from the west. Organisers conducted an anxious weather review throughout a raid sodden Saturday before reaching the decision to go ahead. The day brought clumps of fast-moving cloud with frequent spells of hot sunshine to dry out the field but a blustery, all-day westerly breeze brought down more than one model, kept lighter models on the ground and made for challenging flying for those who braved it. All the same, nearly 70 members, friends and family were there. 38 cars were parked at the pits and around the club house and Scale Day 2009 was declared to be another bumper event. See page two for results.



Members' friends and families are invited to the FIELD MEETING AND BARBECUE on Wednesday, August 12th.





Photo Bunty Taylor

Beaming smiles at the end of the day from the trophy winners. They are chosen by a kind of proportional representation system in which members declare first, second and third choices in each class. Left to right in the picture:- Chris Card (Electric Scale, with his three and a quarter horsepower Extra), Bob Young (Small Civil Scale, with his Harmon Rocket), Peter Emanuel and son Marcus display his trophies for Large Civil Scale and Best Flight of the Day, Mat Dawson (Peter Conway Trophy for Best Model with his twin military Dakota), Bill Mercer (Small Military Scale with his not-so-small, dolly-launched F4 Corsair and Mike Sullivan (Large Military Scale with his Chipmunk.)

It was down to Contest Director Stuart Whitehouse (seen briefing pilots on the right) to classify model entries— a more difficult task these days as average model sizes and conversions to electric power are steadily increasing. At the same time the number of models built from scratch or from a kit are declining under the march of the ARTF and the thriving market in second hand models. The December AGM will consider the idea of a new Scale Day entry for models built by their owners— and perhaps another for “crash of the day”!



ABOVE. More sunny scenes around the pits. LEFT. There was much praise for Roy and Jill Lanning's culinary contribution to the day. With their big, expertly tended barbeque they supplied hamburgers, steaks, sausages, hot dogs and even hot bananas with chocolate and cream for the whole afternoon in addition to a substantial cold buffet served inside the club house. Months of businesslike planning by the committee and volunteer workers went towards the success of the day. The useful and effective public address system was kindly lent to us by the Wycombe model flying club and powered by electric flight enthusiast Chris Card's generator.



During Scale Day a real, live, full-size P51 Mustang growled past the field, on its way back to Duxford.

SCALE DAY CASUALTIES.



On one leg, one flap, a wing and a prayer, Brian Lee drops in for a spot of turf cutting with his P51 Mustang after an impressive flying display.



Mat Dawson's pretty twin electric DH Comet lost its fight with the wind (above) as did Ian MacPherson's Bucker Jungmann (right)..



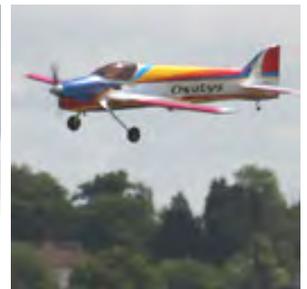
Brian Lee's natty Cosmic Wind ignored the wind but shredded itself at speed in a Hawthorn tree after a dazzling display.

RIGHT. David Whiteley's quarter scale Space Walker succumbs to the wind and fierce turbulence from the trees, though it survived with minor damage. Models large and small with low wing loadings were the most severely affected by the wind, especially when piston engines or electric motors decided to make no further contribution to the flight. Some owners elected not to push their luck and grounded their models to fly another day. The last time Scale Day was hit by such strong, gusty winds was September, 2001.

FAR RIGHT. The repair shop. Roy Lanning's two and a half year old grand daughter Chloe sees what she can do for Grandad's distressed Ryan PT 19, which was also overwhelmed by the wind.



.....AND SOME THAT GOT AWAY WITH IT



LEFT. It is rarely that weather-related engine overheating is a problem for us but during the mid-year heat wave the Laser 150 in Leon Taylor's much-flown clip wing Cub ground to a halt in the air. The PTFE plugs that cap the ends of the piston gudgeon pin had melted and spread themselves between piston and cylinder wall. It could have been worse. Leon soon had his Cub back in the air, with more holes in the cowling to keep that big cylinder cool in case the heat wave should return.



Above: Alan Wood recovered and repainted his electric powered B25 Mitchell to a very high standard and improved the undercarriage but wisely kept it on the ground, out of the wind.

RARE WILDLIFE SPOTTED AT HAREFIELD

Attendances at Harefield increased sharply in June after reports of two young female naturists seen sunbathing in the middle of the field. They turned out to be friendly and unafraid of male humans. John Smith, the first member of that day to turn up, caught them on camera. Just for the record, you understand.



SCALE DAY SNAPSHOTS.....



BEHIND THE SCENES. Three days before Scale Day a work party descended on Harefield to give the club house a long overdue clear-out, clean the toilet and kitchen and hit the carpet with a powered, industrial standard cleaner. Des Wheatley mowed the grass down to croquet lawn standard, rabbit holes in the grass were filled with sand and Mat Dawson, our agricultural expert, sprayed more week killer along the edges of the field for safer landing approaches.