



NEWSLETTER

August 2008

Editor : Michael Sullivan

ANOTHER SCALE DAY WEATHER MIRACLE



Threatened for days on end by torrential rain and high winds, our Scale Day enjoyed a last minute reprieve from what looked like certain washout and went ahead under warm sunshine, next to no wind and no sign of the forecast showers. Only days earlier our monthly electric fly-in and barbecue had been called off because of the foul weather and even the big weekend air display at RAF Fairford in Gloucestershire was cancelled because of saturated ground and car parks that turned into lakes. But Harefield dried out in a warm wind on that Saturday and the next day we enjoyed the miracle weather recovery that saved the show in 2007. It was the biggest and best attended Scale Day in the club's history.

Chairman Bob Young won the Civil Scale class with his pretty, recently acquired Tiger Moth. Mathew Dawson won Military Scale with his impressive twin engined DC3. John Smith won the Electric Scale with his silent but powerful Spitfire. Brian Lee won Large Civil Scale with his monster vintage Desoutter. Leon Taylor won Large Military Scale with his quarter scale Flair Tiger Moth. The Peter Conway Trophy for the most desirable model, went to Peter Emanuel for his huge Extra 300 and Leon Taylor's expertly flown aerobatic schedule with his Tiger Moth won him the trophy for the Best Flight of the Day.



For a colour copy by email please contact Bob at bob.t.young@btinternet.com

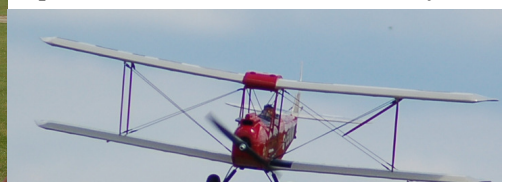


Left. The day before.....head groundsman Des Wheatley supervises the rabbit hole filling detail from his throne on the club tractor/mower.

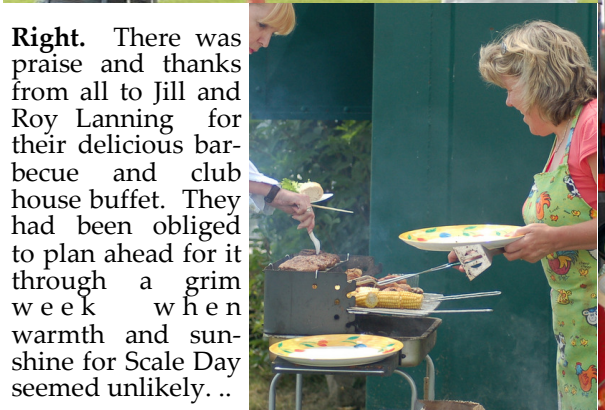
Below. Leon Taylor's Tiger Moth (on the left) and Mike Sullivan's Chipmunk, both in RAF training colours of the fifties, sit out in the morning sunshine on Scale Day. Both are quarter scale, powered by Laser 150s. **Below left.** Matthew Dawson's DC3 took off on its maiden flight only the day before Scale Day. Several faultless flights on the day earned it the Military Scale trophy.



Left. That's my boy! Mark Llewellyn-Bear and son Scott picked up their A Certificates on Scale Day.



Above. Pilots synchronise their watches with contest director Stuart Whitehouse (extreme right.)
Below: Wind sock with nothing to do.



Right. There was praise and thanks from all to Jill and Roy Lanning for their delicious barbecue and club house buffet. They had been obliged to plan ahead for it through a grim week when warmth and sunshine for Scale Day seemed unlikely. .

Brian Lee's huge vintage Desoutter Monoplane entry in the Scale Day competition is a faithful replica of the full sized example that is still flying with the Shuttleworth Collection at Old Warden. Can you spot which is which? Looking rather like an Edwardian railway carriage with wings, the Desoutter has those late twenties characteristics of a very thick wing section with no dihedral and a tail that looks too small for the job. Built twenty two years ago by the late Arthur Searl, a doyen of the Large Model Association, the model was difficult to fly, with poor control response and all kinds of pitch and yaw problems.



But a later owner ironed them out. It is still inclined to nose over on landing, though Bill Mercer managed to land it tidily in late evening flights on Scale Day. This vintage model of a vintage plane actually incorporates some of the original plywood and skinning salvaged from the full sized Desoutter during its restoration at Old Warden, making it something of a reincarnation rather than just a scale reproduction. The model doesn't really fit into the if-it-looks-right-it'll-fly-right category but it's a classic large scale model, seen at big model shows over the years. So don't break it, Brian!

Right: In all the excitement of our sunny Scale Day perhaps some members didn't notice the recent pretty spectacular additions and improvements to the pits tables and the table in front of the frequency board. Matthew Dawson and Roy Lanning riveted into place sheets of galvanised steel and Leon Taylor painted the rusty frames with Hammerite. We hope the vandals who visit us will find it all more difficult to damage - they found the broken pieces of paving stone in front of the frequency board handy for punching a hole in the recently renewed board. What they will do if they ever get into our club house doesn't bear thinking about.....



BARBEQUE AND ELECTRIC FLIGHT EVENING. WEDNESDAY AUGUST 13th



Left: Toggled out in fashionable summer flying gear, Leon Taylor and Peter Nielsen launch off with their "Spooks".

These king sized, rudder, elevator and throttle only models were scaled up from an American free flight design of the forties by club President Lloyd Ressler, who built Peter Nielsen's Spook.



A SELECTION from the instruction book for the Chinese-made FlyCamOne, now selling like hot noodles to RC modellers:-

*Keep a sure position for precluding possible damage.
 Make sure the model gets enough uplift for carrying.
 Fix by velco-pad. Let the camera snap and check the main emphasis again.
 Safe the camera against losing by putting the supplied brace through the eyelet.
 For some adaptations install the camera headfirst.
 Installation at a model aircraft enables records down and from there 90 degrees stepless towards the front.*

GOT ALL THAT?