

Scale Day May 2013

Well, the Lord moves in mysterious ways! Three days of nearly solid rain and crap weather and then Scale Day dawns bright and sunny!

People started arriving before 8 am, especially those with biplanes. While it's a great saying that "Real aeroplanes have two wings and round engines" it usually means they have a lot of rigging and extended assembly times! Of course if, like Dave Bolstod, you



bring a few models - and a helper - you can have loads of assembly time too, even if they are monoplanes.

After the pilot briefing George Kaley was the first up, very quickly, but unfortunately his Puppeteer was also down very quickly - the carnage had begun. Looking down the two lines of planes you can see there would be a lot of flying - over 30 planes entered -

and the judges would be busy.



Col Mitchell had a bunch of aircraft and his Hurricane led the flight briefly and then retired hurt. His Fokker DVIII was more successful and roared around the sky at

great (non-scale!) speed. Ron Clark had a motor cut in his big Gee Bee just as he was pulling up after a low pass - the plane protested by hitting the ground hard.

There were a number of good flights from Dave Foster, Mike Minty (both with Pups)



and it was nice to see Simon Comish back with a pretty Clipped Wing Cub. Bruce Gould was visiting and flying while it was good to see Ron Lucas as a visitor too. Our Hon Prez flew electric of course (apparently he gets the batteries cheaply!) and his cohort Peter Wyss had his Pilatus with a beautifully carved wooden prop.

Doug Radford brought his venerable Avian having just won best lightweight civilian at Maitland last week only to have it turn a classic slow loop into a classic letter P! He carried it back to much sympathy - it may be some time before we see it again.

Elie Mehanna and his Bell 222 Helicopter was the only non-fixed wing entrant and put on a good flight staying the right way up for all of it.



Andrew Biddlecombe came with a very pretty ARF Christen Eagle and very aerobatic it was if a little difficult to land in the rather wet and muddy grass - he wasn't the only one - it was sticky!

Dean Schubach had a big new Cessna but it had motor problems and couldn't fly so he helped Doug Rowell fly



his Bird Dog.

Robert Kaley brought his impressive Gotha Go-244 electric twin engine, twin booms, 80" span and a new pilot. It took off and flew well but sadly another



crunch followed. Everything is repairable but we really would rather not have to!

Flying and judging continued until 2.00pm when Mike Exton flew his big Macchi. It was (sad sniff) an unusual plane and looked great shame we couldn't get a "pre" photo. Dave Pound flew his newly acquired Me 109 now fitted with retracts and very impressive it looks, carving up the sky.



Dave Pound & Jean then spent a lot of time counting up numbers including the Pilots Choice for best model of the meeting. There were not enough entries in the over 7 kg Military or Civilian classes so only the 2 light weight classes were scored, although participants in the heavyweight classes still pick up 5 points for entering. The results were:

Military under 7kg.

- 1st. David Foster - Sopwith Pup.
- 2nd. David Foster - Piper L4 Grasshopper
- 3rd Mike Minty - HE 46
- 4th. Colin Mitchell - Fokker DVIII

Civilian under 7kg.

- 1st Mike Minty - Tiger Moth.
- 2nd Bruce Gould - Piper Cub (non WRCS member)
- 2nd Elie Mehanna - Bell 222 Helicopter
- 3rd Clive Weatherhead - Red Bull Edge
- 4th Clive Weatherhead - Piper Pawnee

Best Model award went equally to:

Jim Masterton Cessna 337 twin
Col Mitchell Fokker DVIII

A special thank you goes to Jean for all her hard work on the paperwork and scoring, the judges and the cooks on BBQ duty. A great day except for the sad demises - let's hope for better luck next time.

Mike M.