

LADMAS Aughton Scale Fly In – 21st April 2018.

This was the third annual scale fly in organised by Gary Protheroe at the clubs Aughton site: at least that is if you count last years rained off event. This year however we had a return to the blue skies and warm breezes which some of you may remember graced the first event in 2016.

As we have come to expect Gary mustered the troops to help with preparation of the site and with that in mind before proceeding any further a big thanks on behalf of all of us attending to the man himself along with Mike Rawlins, Barry & Neil Sherborne, Kim [on loan from Halsall] et al for the donation of their time and effort to get the field prepared [a particularly impressive feat given the preceding endless wet weather we have suffered], the marquee erected and a constant supply of food and drinks for the full day.

The decision to run this years event early in the flying season was made primarily to afford the chance to reschedule if the weather was against us but we needn't have worried as it was pretty much t shirt and sun cream order all day.

A surprisingly good number of members turned out to support the event, many bringing several models to fly throughout the day and so because of this factor the following report will be short on text and long on photos in order to fit them all in.

I was asked by Gary to pen another little report on the days happenings but as I wanted to do some flying myself as well as photographing the days activities I decided to hand out info sheets to those who wanted them on which they could give a brief description and details of their model[s]. In that way those who wished to participate could and those not too keen didn't need to bother. For that reason there may be more info on some models than others where I may have had to 'guestimate' some details.

Also incorporated into the day was an opportunity for those in attendance to vote for their favourite model in the following 3 categories; best single engined aircraft, best multi engined aircraft and best electric powered aircraft with a trophy and a bottle of plonk going to each respective category winner.

Anyway after a quick pilots briefing flying got under way at around 10.30am and carried on continuously until around 5pm [although the voting was complete and awards made at around 3pm].

Below in no particular order is a brief record of the models and pilots that took part.

Firstly a couple of shots of the pits area. This was around 09.30am; things got much busier very soon after!



9.30'ish



9.50'ish



11.30'ish



12.00'ish

One of the early risers was Matt Kelly who had brought along his very nice FMS Corsair. It spans 1700mm and is of the now very popular foam construction. It is an ARTF model and comes with motor, ESC, all servos and fully operational retracting U/C already installed [you even get the 4 blade prop] so it really is a case of fit your Rx and battery and off you go. The model flies on a 6S lipo and Matt controls it with Spektrum radio. One modification that has been made to personalise it is the addition

of the Red Bull markings which Matt informs us were provided by club mate Graham Green.



Matt with his FMS Corsair about to take off.



Looks good eh? You know you want one!



Nice detailing; note the additional Red Bull logo courtesy of Graham.

Now for an epidemic of T28 Trojans! I counted about 5 in total [including my own] ranging from 78" span down to around 50". One thing is for certain with this aircraft and that is that regardless of size or manufacturer they all fly equally well hence their popularity. Pilots guilty of flying them included Liam Strefford, Andy Johnson, Graham Green and yours truly. I could fill this report with just these but instead will just include a couple of pictures to give a flavour.



Andy's 78" example entering a roll.



And on a Sloooooow pass with full flap deployed.



This one is Liams 1400mm version.



And here's the man himself on the sticks. Barry in the background concentrates on his Fokker D6.

Now back to a bit of trad building. Keith Fear arrived with several models but the first to fly was his DH Moth Minor. This model was originally built by Jim Dobson from the old Skyways kit. It spans 80" and is powered perfectly by an SC 91 f/s engine. The model is covered in Solartex then painted in the scale scheme of the original aircraft. Having acquired the model several years ago from Jim Keith now flies it on JR radio gear. Looks splendid against the blue sky and considering its age looks a damn site better than most of us don't you think?



Keith about to go with the Moth Minor.



Wafting along at a very sedate pace.



A model from a time when we were all a lot younger!



And back down safely after a successful flight.

Next up is a model from a much later period in time [both the model and the full sized aircraft]. Unfortunately I didn't get any info sheet on this one so not sure if it belongs to George or Andy but suffice to say it was big [as you can see from the start up pic], bright, petrol powered [I'm guessing around 50 – 60cc based on the size] and beautifully flown in what I would call a 'spirited' fashion by Andy. I'm assuming it was an ARTF; if not then apologies to the builder.



Not strictly PC these days Andy but if it doesn't behave give it a slap!



Bright in' it?



Didn't spend much time straight and level; what a good display.

Andy Bowman showed real dedication and support for the event as he arrived with his latest acquisition, a Blackhorse Bucker Jungman. Although this example is in Swiss markings the aircraft found fame as a late 1930's Luftwaffe primary 2 seat trainer which performed basically the same task as our Tiger moth. The model is to $\frac{1}{4}$ scale and powered by an SC 180 f/s engine. You may recall that Andy flew a $\frac{1}{4}$ scale Seagull Bucker Jungmiester at the last event but never really took to it. In fact I think he regarded it as a proper nasty little Bucker. Anyhow both he and I are pleased to announce that the Jungman is a much better flyer, in fact a rather pleasant little Bucker!

Andy had risked excommunication for flying here and had to leave early as he was also booked for a family 70th birthday party later the same day; now that's a brave modeller!



Here we see Andy prepping his model whilst Eric attempts to pick his pocket with his right foot!



Jungman in flight; basically it was the German equivalent of our Tiger Moth.



Nice scheme that and highly visible in the air; always a help on dull days.



Andy and Phil both deep in concentration.

Now back to another foam ARTF. I must apologise for the lack of any info on this model as this was one that I didn't get an info sheet back for. I'm doubly sad as apart from not being able to give you more info I was so impressed with it I would like one myself! Suffice to say it was beautifully flown and I'm guessing superbly weathered by the owner as they don't often come out of the box looking this good.

It looked to be around 55" span and was obviously electric powered with working U/C and flaps but beyond that I can't tell you anything more.



The little Zero about to take off.



Very realistic in the air.



Lovely weathering detail.

A return now to a bit of balsa bashing. Jeff Pearson had brought along his $\frac{1}{4}$ scale Piper L4 Cub, known to one and all as the Grasshopper. This little aeroplane was a real workhorse during WW11 and performed all manner of remarkable tasks. All the more amazing when you realize that it did it all on about 65 h.p.; that's probably less than $\frac{1}{2}$ of what most of us have under our car bonnet these days! Built from the Precedent kit the model spans 105" and is powered by a Quadra 35 petrol engine turning a 20"x8" propeller. The model has been covered in Solartex and finished by Jeff in a superbly atmospheric scheme. Beautifully flown by Jeff in the correct manner of a Cub, just stooging around having a nosey at what was going on below.



The Cub departing on another recce mission.



Wafting by in gin clear skies.



Pilot getting warm, door open for some fresh air!

Although Eric Strefford had brought the grandsons along to enjoy the day that didn't stop him from getting involved himself and flew his very attractive ARTF Hangar 9 Piper Pawnee crop duster. The model is electric powered and relies on a 4 cell lipo for its umph. 80" span and pretty as a picture in its blue and white livery Eric seemed to be enjoying himself with this model and no doubt revelling in the fact that when flying out doors there are no sports hall walls to worry about!



Eric's Pawnee losing height for a 'dusting' run.



Hold your breath, here comes the DDT!



Here's Eric wondering where all the walls have gone!

And now for something completely different. Phil Robertshaw had brought his excellent Tony Nijhuis designed Vickers Wellington. Built by Phil the model weighs in at 39lbs., spans 13ft and is powered by a pair of ultra reliable 26cc Zenoah petrol engines which give the model a remarkably realistic flight performance. The model is Solartex covered and is painted in Coastal Command colours using automotive paint which has then been lacquered. There are some models that you just never tire of seeing and this is definitely one of them. Enjoy.



We've seen it before but Wow!



Phil on the Tx, Richie assisting.



Phil flew some very atmospheric flypasts with the 'Wimpy'



This model stands close inspection with some nice detailing.

Next up is another model that had no accompanying data sheet so apologies if the following info is inaccurate. The full sized aircraft is a Grob Tutor as operated by the RAF at Woodvale. I'm guessing that this model is the Seagull 1700mm span ARTF version based on the colour scheme? If I'm correct then its spec states that weight should be around 7.5lbs. and power should be around 46 2 stroke or 70 four stroke. This particular model was sporting what appears from my close up to be a very early generation 4 stroke glow engine of around 10 – 12cc?



"Take Off" called.



Nice colour scheme. Looks pretty doesn't it?



Any offers to id that motor?

Now I think it is written somewhere that these events are not legal unless there is a Spitfire on the flying list and there was one here. It was brought by Craig Mills and is the 72" span version sold by Seagull Models. The only other info on this model is that it has a DLE 30 petrol engine and working flaps and retracts. It was flown in a spirited fashion and certainly kept me on my toes trying to capture it in the viewfinder!



Craigs Spitfire about to depart.



And on one of its many 'rat up a drainpipe' beat up's across the strip!

Time now for more 'fun with foam' to paraphrase Sheldon although fortunately with no Big Bangs [look it up!] as we take a look at Neil Hydes FMS 1700mm span all foam RTF F7F Grumman Tigercat. The model weighs in at 4kgs. and the electric motors are powered by 5000mah 6 cell lipo packs. The detailing on this model includes an external auxiliary fuel tank, nav & landing lights and a set of scale working tricycle U/C. The model was accurately flown by Neil in a spirited manner and looked superb in the air.



The F7F rolling down the immaculate strip for take off.



Good looking aggressive aeroplane that?



Nice level of moulded in detail for these modern foam models.

Next model to feature is Rob Kronenburgs [yes he of the quiz night torture]. Rob has acquired for himself a very pretty 68" span PZL Wilga from the Blackhorse ARTF range. Of traditional build i.e. film covering over a wooden structure Rob has fitted it out for electric flight and reports that the model weighs in at 7.5lbs. He flies on Spektrum radio and this particular model requires 5 channels as it comes with flaps along with fully functional sprung U/C units. Rob seemed to be enjoying his day, flying the model several times and wafting it around in a very scale like manner.



Don't be afraid, that blue stuff behind the model is called the sky. It's what you would see on the other side of the clouds and rain that we have had for the last 6 months!



Looks like he's having a twiddle on his Spektrum! They can't touch you for it!



An odd looking aircraft that is just about pretty in that scheme.



Nice amount of detail for an ARTF I think you will agree.

Now let's have a look at a trad build work of art. Tony Fagan has probably forgotten more about building models than most of us will ever know and his latest offering is another masterpiece. It is a 1/3 scale Boeing Stearman 2 seat trainer in U.S. Navy colours. I don't know too much about this model but I do know it is powered by a lovely 5 cylinder 4 stroke petrol radial Moki engine of around 250cc [I've had smaller motorbikes!] which looks amazing and sounds even better and is remarkably quiet. I believe it is from the Balsa USA kit. I think if memory serves me that Tony is a Futaba man in respect of his choice of radio.

Andy Johnson undertook the flying of the model which was looking wonderful until a sudden silence focused all eyes on the model. A dead stick is never fun but on a model such as this is potentially tragic. Andy did his best to nurse the model over the

boundary and back onto the runway but a combination of high drag and a fresh breeze conspired against the model which came in short and dropped into the boundary irrigation ditch. When recovered the model appeared to have suffered U/C and elevator damage but was otherwise good as new. Fingers crossed for a quick repair to the airframe and an early resolution of the mystery engine failure. I'm sure we all wish to give Tony our sympathy and positive thoughts for the sad end to this flight. I don't need to say any more as the pictures say it better.



About to take off on its fateful flight.



The business end; 250cc 5 cylinder Moki radial.



You would never lose that model against a dull background!



Looks good from every angle.



A sad end but thanks to Andys flying skill much less damage than might have been the case.



Note the elevator and U/C damage as Tony assesses the condition after recovery.

Eric Streffords other grandson Nathan was also flying. He was on the sticks of a Seagull Spacewalker of 60" span which was amply powered by an electric motor feeding off a 4 cell 5000mah lipo. Most Seagull models fly well and their Spacewalker is no exception no doubt due in no small part to the expert piloting skills of young Nathan. These two will have to be watched closely, they're getting too good!



Nathans Spacewalker just prior to lift off.



And cavorting around in the wide blue yonder!

Another very nice little foam job to take to the skies was a silver and yellow Mustang which again I'm sadly lacking any details on. The model looked to be around 50" – 55" span and was of course electrically powered. Sporting retracts and flaps the model looked super except for the non standard 'spinner'? on the nose! I do know that it was very nicely flown by George Shone. Just to add a bit of spice to the day one of the ailerons became partially detached in flight generating several 'helpful' shouts from the spectators. For safety reasons the decision was made to get the model down ASAP which George completed without any drama.



Taking off....everything looks okay so far.



Hello? What's going on out on that left wing?



Hmmm....that flippy floppy floppy thing isn't a flap it's an aileron! Down you come!

Right then; time for another builders delight. This time it's Barry Sherbornes 1/3 scale Fokker D6. The best way to think of this aeroplane is a Fokker Triplane fuz and engine with a set of short span DVII wings attached. It didn't last long due to the arrival of the aforementioned and superior [to almost everything else as it happened] DVII. In fact only around 200 were made, a significant number nowadays but a very small number back in 1917 loss rates being what they were. Barry scratch built this model from his own plans. It spans 103" and weighs in at a very modest 29lbs. It is of mainly balsa construction with lite ply where needed for strength. The rudder and elevator make use of carbon tows bonded to depron moulds. The engine is a 76cc Saito 450 3 cylinder 4 stroke radial which, as it is glow powered leads me to suspect Barry has inherited a methanol well! Ignition is from a McDaniels on board glow system. The model is Solartex covered, this being painted with B & Q emulsion then covered with Flair Spektrum fuel proofer. The pilot is from Glen Torrence models. Let's take a look.



Taking off and landing directly into wind is a must for these early types.



Her Flick in the 'office'. This shot gives an idea of the detail in Barrys model.



At times these types look too graceful to be warplanes.



The distance was working my lens hard here but it gives a view of the upper surface colouring.



"Low Pass!"

Let's get Keith back in the air again. This time with a ¼'ish scale Pitts Special S2 from the FSM stable [no longer available I understand]. Keith has advised that the model is finished in the markings of a ladies world champion aircraft but hasn't given her name. The model is powered by a sweet running Saito 150 f/s and controlled by JR 2.4 radio. Keith and the Pitts seemed to be enjoying the conditions and had several excellent flights on the day.



Pitts S2, once a common site on most flying fields but these days not so much.



Side view of the Pitts on a lowish fly past.



Working the lens hard again at this distance but again giving a decent view of the upper surface markings.

The final selection of models is from what can only be described as Steve Moyle Aviation Ltd.! He seemed to keep pulling models out of his van like rabbits from a hat. From what I can gather George Shone flew most if not all of them but here we go with a round up.

First let's take a look at a stunning little foam Lockheed P38 Lightning. I've not got any 'gen' on this one but my goodness what a beauty. Lots of surface detail, working flaps and undercarriage and sparkling performance from its 2 lipo powered electric motors made for some spectacular flying.



Lovely low pass by George, one of many, showing the aggressive lines of the P38 off to good effect.



A good amount of surface detail is incorporated into the later generations of foam war birds as this shot illustrates.



I've yet to find an angle that a P38 doesn't look great from!



See what I mean?

Next from 'Moyle Aviation' is a B17 Flying Fortress which is again a foamy this time from Hobbyking. It spans 1825mm and is powered by 4 elec motors and 2 x 2200 mah lipo's. This model was again flown by George and was accompanied by Andys similar B17. Steve's is the green one, Andys the silver [I think]. Anyhow some superb formation flying was performed by the pair which I think impressed all those watching.



Both B17's about to take off. This photo has to be a contender for a what is Steve saying 'fill in the caption' competition surely?



They are both there.....honest!



Suit you sir?.....And if you don't like it in green.....



Then how about a silver one?.....

So what next; well next up is a B25 Mitchell from?....Yup that man Moyle again! This one is another foam airframe from FMS and is flown on a 3300mah 3 cell lipo. Performance was 'sprightly' on this battery and the model performed as well as any self respecting B25 would hope to! George was again on the sticks and by now must have been considering suing Steve for RS!!



The Steve Moyle B25 putting on a sprightly display.



Surprisingly lively was the B25 as anyone who has seen the real thing flying at Duxford will tell you.

The next item to come out of the Moyle mobile hangar was an FMS 1400mm span foam Vaught Corsair. The battery power for this model is a 4s 4000mah 60c lipo pack, a pretty standard set up for the whole range of FMS 1400 size foamies. This in itself makes ownership of several models from the range much easier on the pocket as the flight packs are infinitely interchangeable. Anyway having taken on some sustenance George was back on the sticks again!



Only managed to capture one printable shot of the FMS 1400 Corsair as it scurried past in a roll. Looks good though doesn't it?

Steve had also brought a very nice foam DC3 which unfortunately I didn't manage to photograph as I was flying at the same time. I haven't cracked flying a model and taking photos at the same time yet!

One other model worth a mention was Phil Guys ¼ scale scratch built Howard Wright Monoplane. This model spans 9ft, weighs 18lbs. and is powered by a 31cc 2 stroke petrol engine. It is covered in doped silk and as a special function our patriotic pilot waves his Union flag on demand! Phil uses Futaba radio gear. The model looked resplendent in the afternoon sun at Aughton but sadly Phil took the decision not to risk the model in the freshening breeze; a very wise choice in my opinion.

Although not flown here are a couple of ground shots to enjoy.



Phils Howard Wright. Let's hope we get some decent weather to see it fly later in the year.



Superb workmanship from Phil, as always.



I'm advised that the octopus like contraption on top of the engine is the water cooling system for the V8 engine of the original aircraft!

So that's it for the 2018 Aughton scale do which went off a treat I think we would all agree. For those of you if any who flew and didn't get a mention my apologies. As mentioned earlier I was heavily reliant on the return of the forms I dished out to those who wanted them.

Kim did his usual bang up job of keeping all and sundry fed and watered throughout the day so thanks on behalf of all of us to you sir. As well as those getting a mention at the start of this report a word of thanks is also due to Roy Palin who acted as flight line marshall/safety officer for the day, to Jim Dobson who was press ganged into distributing, collecting, collating and preparing the results of the judging slips that were handed out to all who flew and to Matt Kelly who organised the trophies and prizes.

The 3 winners were as follows;

Best single engined model – Tony Fagan/Boeing Stearman.

Best multi engined model – Phil Robertshaw/Vickers Wellington.

Best Electric model – Neil Hyde/Grumman Tigercat.

Each took home a trophy and a bottle of fizz for their troubles and looked pleased to be doing so. Well done chaps.

Let's hope that everyone who attended agrees that this is an event worth continuing in 2019 and hope that Gary and the team are willing to organise it for us again next year.

Cheers for now.

Alan Glover.

