

'Northern League' Inter Club Competition.
Round 2; Liverpool [Halsall] Sunday 22nd June 2014.

Fine weather and light winds straight down the strip on arrival at Halsall suggested a good day was going to be had and we were not disappointed,

The 'early birds' had already arrived and were setting up their models when I got to the field at around 08.40am so a 10am start as scheduled was looking promising.

Dave Sanderson and the team had done an outstanding job of field preparation and everyone agreed that the strip was in excellent condition. Thanks again to Dave.

The judging duties were to be performed by Jim Dobson and Gary Protheroe who duly took up their stations at the appointed time, ready for battle to commence!

Pilots chose their manoeuvres from the list of options on the score sheets, 10 to be flown including the 3 compulsories [take off, figure 8 and approach & landing]. These sheets were then handed to the judges and the 'call' sheets given to the pilot's helper/caller.

The idea of the competition is very simple; the pilot chooses his manoeuvres based on the capabilities of the full sized subject aircraft modelled. He then attempts to fly them in as realistic a manner as possible centring on a designated line as outlined by the judges. The models are awarded points for accuracy, positioning and smoothness of each of the manoeuvres flown [or more accurately they lose marks for errors committed]. Each manoeuvre scores a maximum of 10 points giving a possible maximum score of 100 points per round. A minimum of 2 rounds are flown and the flight scores for both rounds are added to give the final scores/positions. This is a flying only event class with no 'static' scoring of the models and so there are no penalties or restrictions in entering an ARTF or any other model not built by the pilot.

First off was Colin Martin of the Wirral club with his 1/3 scale Sukhoi SU26M, an ARTF offering from Goldwing Models. The model spans 88" and weighs 8.1kgs [that's 17.8lbs in old money]. Power is from a Zenoah 62cc petrol engine turning a 23x8 propeller. 6 servos are employed to control the model through 4 channels. Colin is a seasoned campaigner at these events and flew the model extremely well. Big smooth circuits and manoeuvres were the order of the day.



Colins Sukhoi furthest from camera.

Dave Sanderson flying for the host club brought along 2 models the first of which was a very impressive electric powered FMS foam Grumman F6F Hellcat. The model spans 1400mm [about 56"] and weighs in at a very respectable 2kgs [4.4lbs] which is remarkable when you realize that it has working 90 deg twist retracts and flaps. Power is from a 4S 5 amp Lipo pack turning a scale 3 blade prop which Dave 'guestimated' to be around 14x8. 6 channels are required to control the model which Dave did extremely well. It was hard to believe at times that this model was a small [by today's standards] light weight foamy; such was its presence in the air. I was surprised to hear from Dave that after 40 plus years of aero modelling this was the 1st time he had had a go at a competition of this type. Let's hope he enjoyed it enough to not leave it quite so long until his second!

Dave's second model was a 48" span Sig Smiths Miniplane powered by an SC52 f/s turning an 11x7 propeller. 10% fuel and 4 channel radio are used. This is a traditional built up model with Solrfilm and Solartrim covering. Looked as good as it flew, nice one Dave.



Dave's FMS Hellcat looking suitably aggressive on climb out.



And his Mini Plane coming down from the wingover.

Barry Sherborne representing Skelmersdale again flew his Rearwind Speedster which did so well in the winds at Runcorn in the first round and excelled again today in the much calmer conditions. The model spans 96" and weighs in at 15lbs. It started its life as an ARTF from Kange models and is I believe no longer available in this country. A pity as it fly's so well in all conditions. Barry acquired it some time ago from a club mate then worked his magic on it, stripping and lightening the model, adding strength where needed then recovering in his chosen scheme. Barry powers it with a glow Moki 210 fuelled with a 5% mix of his own concoction [I'm convinced that such is his ability with model engines that he could get it to run on soapy water at a push!] and turning a 20x10 propeller.



Barry 'prepping' the Speedster with caller brother Neil assisting.



And cruising in during an excellent 1st round flight. Just 'pipped' by Graham.

Anthony Cliffe of the Wirral club was flying one of two 1/5th scale 92.5 inch span ARTF Ryan STA racers from Blackhorse Models present. Power was from a CRRC 26cc petrol engine turning an 18x8 propeller. Anthony tells us that the model weighs in at a remarkable 6kgs [13.2lbs] and in flight you can see how low the wing loading is from the very slow, realistic flight speeds attainable. The model is controlled via 6 channels; throttle, rudder, aileron, elevator, flaps and ignition kill switch. Sadly after a very good 1st flight Anthony slightly misjudged the landing and caught the undercarriage in the long grass which caused some minor damage to the wing. Undaunted he flew his 'reserve' model in the second round; a 1/4 scale T30 Katana. This model spanned 75" and was powered by a JBA 120 2 stroke glow motor turning a 16x8 propeller. Optifuel 12% provided the oomph and 4 channels the control.



Anthony's Ryan STA on a racers typically aggressive 'run in'



And lans coming down fast!

Whilst on the subject of Blackhorse Ryans Ian Bottell, also of the Wirral club was flying what he describes as the 'twin' to Anthony's model being identical in almost every respect with the only difference being that Ian prefers an 18x6 propeller. Careful observation will reveal that the 2 models can be distinguished by the slight variation in the markings applied. Ian has had this model for several years now, having flown it at a previous LADMAS Wright Memorial event, and it shows in his handling of the type. 2 good flights from Ian assured the Wirral club of more good solid points in the Inter Club event.



Anthony right and Colin left calling.

James Darby flying for LADMAS arrived with a veritable squadron of models but on the day decided that his weapon of choice would be an ARTF foam Dynam S'Bach aerobatic job. The model is 1270mm span and weighs 1kg [2.2lbs]! James thinks it's about 6.5:1 scale. It is of course powered by an electric motor and a 4S 2.2 amp Lipo gives the model a flight endurance of around 7 minutes. James flew well in both rounds and seemed to enjoy the day [and scoring good points for his club] so let's hope he competes again at future events.



James' foam S'Bach flew very well indeed.

Keith Fear of the Skelmersdale club is a well known and popular 'regular' at these events. He was hoping to fly his SC120 powered Super Skybolt but fuel tank installation gremlins 'scuppered' his day. That said full marks for effort to get into the scrap as he must have stripped out and reinstalled the tank at least 3 times in order to coax some life from the reluctant engine, sadly without success. I know he will be back raring to go at the next one so hats off and good luck to him.

Brian Wood arrived from the Bickershawe club to fly his well known and admired North American Harvard built by him from the Brian Taylor plans some 18 yrs ago. The model spans 94" and is powered by a Laser 200 V twin glow engine. I seem to recall talking to Brian about this some years ago when he told me that the model was around 16-17 lbs. Sadly during his 1st round flight the model suffered an in flight structural wing failure resulting in what appeared to be a totally written off model. Brian thought it was probably due simply to the age of the model. Sad to see such a fabulous model damaged but Brian has several other outstanding models to call on so we can expect him back soon.



*Brian prepping the Harvard for what was to be its final flight.
Keiths reluctant Skybolt can just bee seen in the back ground.*



And climbing out whilst tucking its wheels up.

Howard Parker from the Skelmersdale club has developed a real passion for this kind of event over the last couple of years or so. I know for a fact that he is well on with a very good $\frac{1}{4}$ scale Stampe SV at the moment which he is going to power with a 38cc 4 stroke petrol engine, can't wait to see that one. Today however Howard was campaigning his $\frac{1}{5}$ th scale World Models ARTF Clipped Wing Cub. The model weighs 9lbs and is more than adequately powered by an SC90 f/s

turning a 14x6 APC prop on Tech Power 10% fuel. Four channels are all that are needed to control this fine model which Howard fly's very well indeed.



Howards Cub caught 'mid' roll!

Mike Rawlins from LADMAS was flying his newly completed and very attractive ¼ scale Mick Reeves Fournier RF4D. The model spans 110 inches and is powered by an ASP 61 f/s turning a 12x6 propeller on 10% fuel. The model has 7 channels; aileron, rudder, elevator & throttle plus retracting main undercarriage wheel, air brakes and a remote canopy release catch....there's flash!!...Mike has only had a handful of flights with this model and in spite of this was going great guns with it after the 1st round. Unfortunately due to the newness of the engine which was being run a touch rich, an engine cut in the second round scotched his chances of a higher finish. The good news is no damage to the model after the forced landing and so Mike should be raring to go again for the next round.



Mike with 'caller' Chris in the pits area with the Fournier planning the flight.



And in it's element.

Finally cometh the hour cometh the man! Representing LADMAS was that lean mean Green machine Graham Green flying his Laser 150 powered Cap 232. The scale is about 4.6:1 giving it a 68" span. The model weighs in at 14lbs and requires 4 function radio. Graham powers the Laser on Southern Modelcraft straight fuel. His engine sounded 'strange' to say the least but oddly realistic for all that. A post competition examination of the engine has revealed a possible bearing failure but fortunately it kept running just long enough! His 1st flight was a real showstopper gaining him the highest score of the round, 91 out of a possible 100 points. The rest of the flyers must have been wondering "how do we catch that?" Well; next round Graham put up an exceptional flight which earned an almost perfect score of 98 out of 100! I have to say it was a pleasure and a privilege to see a model flown so well.



ITMA! For those of you too young to remember It's That Man Again! Graham closest to camera on his winning and almost perfect 2nd flight with James acting as caller.



And the winning model.

All in all I think we can count the day as a success and certainly everyone there seemed to thoroughly enjoy themselves.

Below for those interested are the results.

Position	Name	Model	Club	Score
1 st	Graham Green	CAP 232	LADMAS	189
2 nd	Barry Sherborne	Rearwind Speedster	Skelmersdale	175
3 rd	Ian Bottell	Ryan STA	Wirral	170
4 th	Colin Martin	Sukhoi SU26M	Wirral	166
5 th	James Darby	S'Bach	LADMAS	162
6 th	Howard Parker	Piper Cub	Skelmersdale	159
7 th	Dave Sanderson	F6F Hellcat	LADMAS	139
8 th	Anthony Cliffe	Ryan/Katana	Wirral	121
9 th	Mike Rawlins	Fournier RF4D	LADMAS	105
10 th	Brian Wood	Harvard	Bickershawe	26*
11 th	Keith Fear	Super Skybolt	Skelmersdale	0**
12 th				
13 th				

- *Brian sadly crashed during the early stage of his 1st round flight.
- **Keith had equipment trouble so failed to start either round.

Alan.