

flying in the inclement weather both challenging and rewarding, it also meant that, often, you had a clearer sky in which to strut your stuff. It was an advantage that *RCM&E's* Andy Ellison put to very good use when thrashing the living daylights out of his Swist F5D pylon racer. Fast doesn't begin to describe the performance of this pocket-rocket which, reaching speeds of up to 230mph, made light work of covering the large Greenacres flying site. Such was the energy retention behind this impressive model and motor combination that enormous 1000ft dead-stick loops could be made after very short bursts of power.

Whilst it was clear that no-one was prepared to let the weather dampen their spirits, Richard Ginger was more determined than most, striding out with his gorgeous, but lightly loaded 1/4-scale DH.53 Humming Bird and taking-off into the teeth of a 15 to 20 mph blow. I'll be honest, I feared for the life of this finely crafted machine, but I needn't have worried. Richard had clearly flown the model in worse and was confident of both the model's ability to cope and his skills to guide it through the flight. Truth is, in the constant breeze, both performed admirably, in contrast it has to be said, to the debut of the full-size at the 1923 Daily Mail Light Aeroplane Trials, for which it was designed.

Due to the weather, this year's proposed gathering of old-timers (models, not men!) belonging to enthusiastic participants of our forum's Vintage Mass Build didn't really have the impact it could have. It was a pity, however those brave souls who managed to 'get one up' are to be applauded for their determination.

## YOUNG BLOOD

All were delighted to see a good number of competent young fellas out on the flightline, Josh Stenhouse, Dan Ellison, Daniel Turner and Alex Ames to name but a few. Many of us take flying at this sort of event for granted, but it shouldn't be forgotten that performing in front of a crowd, no matter how friendly they are, or relaxed the atmosphere, takes courage. Especially when you're doing it for the first time. So, credit to all, both young and old, who stepped outside their comfort zone and had a go. One thing I can tell you with confidence is that, those who did, will not have regretted it for one moment. No-one ever does. Incidentally, later on Sunday, Dan and Alex both passed their 'B' Certificates, making terrific use of the examiners and the massive collective experience that congregates at such events. Well done lads.

## HERE TODAY...

For me, I have to be honest, the weekend passed like a whirlwind. Friday evening's gentle 30mph crawl up the M1 was poor preparation for the activity that was to follow. Late nights chatting with campers in both the marquee and the local hostelry, early starts, wind, rain, too many hot dogs and burgers, too much tea, challenging flying, the ever-present need to fill an SD card with photos, strategic planning with *RCM&E's* designers and columnists and, of course, catching up with old pals, left me tired but more than happy.

Slick can only begin to describe the organisation by the Greenacres crew and for this Reg Lewis and his team deserve a hearty pat on the back. Next year's event can't come soon enough and, best of all, we know it'll be a corker no matter what the weather.



*ABOVE & FAR LEFT: One day I'm going to have me a 1/4-scale Spitfire and when that day comes I want it to look like Malcolm Harle's. Gorgeous doesn't begin to describe the detail and finish on this Mick Reeves kit. Get that cockpit detailed Malcolm and bring it back next year. I'm looking forward to it already.*



*Richard Ginger and his gorgeous DH.53, modelled on the example owned by the Shuttleworth Collection. Little did we know how poignant these photographs would be given the dreadful news that the full-size crashed just a few days later, killing its pilot Trevor Roche. The aeroplane, of course, can be re-built. Very sad.*

*Proof, if ever we needed it, that Class-1 scale models aren't the preserve of the Nats. George Christofi is the builder and owner of these stunning museum-standard Sopwith biplanes. The Camel was my favourite, but I couldn't fault either. The weathering was pure front-line fighter and the detail sublime.*