



WESTFAC VI *By Mike Jester*

Even though attendance was down a bit, I had a wonderful time at this semi-annual event that was held in Buckeye, Arizona from October 25 - 28. John Hutchison and I were the only San Diego representatives of the Scale Staffel Squadron to make the trek. Flyers from West Virginia, Pennsylvania, Ontario, Massachusetts, and many other states showed up with vehicles packed full of models. Scale judging was held on Wednesday in a good sized conference room at the Comfort Suites hotel in nearby Goodyear, where most of the competitors stayed. The variety and craftsmanship of the models on display was truly impressive.



The contest site was again at Rovey Field, which is a series of alfalfa fields that are very forgiving to crashes of our fragile stick and tissue models. Often breezes were 6 to 9 miles per hour which made for some long and challenging chases. I lost my beloved MAXOUT X Embryo that flew OOS in a fly off with Wally Farrell. Don DeLoach's Old Time Rubber Stick model (Red Buzzard) landed in an irrigation pond. He dried it out, but then it later blew to pieces when he wound and attempted to insert the prop and nose block. Fernando Ramos had his Old Timer Rubber Fuselage model stolen by a guy who jumped out of a passing pickup truck. It had landed on the road that paralleled the flight line after its third official flight. Needless to say, there was plenty of excitement at the contest!



Spanish Civil War Mass Launch

The featured events at WESTFAC VI were those that required airplanes flown in the Spanish Civil war. Remarkably, Jonathan Nunez and his father both built 21-inch wing span Polikarpov I-16 fighters based on a scaled up a Peanut plan. The actual airplane was the first monocoque monoplane fighter with retractable

landing gear. The Republicans were desperate for modern aircraft and arranged to purchase 400 of these fighters from the Soviet Union. Stalin demanded advance payment in gold bullion. For its day, the I-16 was a capable combat fighter and ruled the Spanish skies starting in late 1936 until the Nationalists started flying the German Bf 109. Many FAC fliers, including myself, thought the I-16 would never fly very well as a rubber powered model with its barrel fuselage and extremely short nose moment. Johnathan and his father proved us all wrong.



Jonathan Nunez and Dad



Double Trouble Mass Launch

Tom Arnold, and his hard-working assistant, Bob Hodes did great work (both Scale Staffel members). The contest concluded with a tasty awards dinner at which the top three finishers in each event were announced. For those interested, the results for the twenty-four events will no doubt be posted later on by Tom at www.westernfac.com. Look for a possible Rovey Rumble in 2018 and a WESTFAC VII in 2019.

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