

# BMFA Scale Technical Committee Newsletter - June 2013



## Editorial:

Andy Sephton



Welcome to this year's second BMFA Scale Technical Committee Newsletter. The Scale Indoor Season is now closed for the summer, but the outdoor season in Scale RC, CL and FF is well underway. Unfortunately several of the Scale RC events have so far been cancelled due to weather; hopefully this is not a taste of what to expect for the rest of the year. On the other hand, Scale FF got off to a spectacular start at the BMFA FF Nats with sunshine, thermals and relatively calm winds.

Reports in this issue include all three disciplines and there's also a continuation of the bio's of the Scale Technical Committee members. An updated BMFA Scale programme for the rest of this year is included on the last page. I've included full results for those competitions that may not be on the website, but limited the field to the first three places for some of those that are.

I've spent a lot of time promoting BMFA Scale on Forums and Facebook Sites various over the past few months. Whilst they appear to be a good thing in the main and we do have to recognise modern communication methods, I found the misinformation prevalent on some of the Forums could be a little misleading to newcomers to the BMFA Scale scene. I would strongly advise modellers who have questions on BMFA Scale Rules and their interpretation to:

- Download a copy of the Rules and read them
- Download a copy of the Judges Guides and read that too.
- If you need further clarification or interpretation or have questions on anything else to do with BMFA Scale, contact a member of the Scale Technical Committee and ask him.

The Rules are on the BMFA website: <http://www.bmfa.org/publications/rulebooks/files/Ru13-sca.pdf>

Contact details for BMFA Scale Technical Committee members and the Judges Guides can be found on the BMFA Scale Technical Committee website: <http://www.scalebmfa.co.uk/downloads.html>.

If you have anything to say, add or comment on in respect of BMFA Scale, please get in touch:

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Tel (mob): 07872 625279

## News of an Old Friend Graham Kennedy

Whilst in Spain last Summer for the F4 World Champs, the UK team were all delighted to see some old friends come to cheer them on in the form of Duncan and Glynis Hutson. Duncan talked about his latest project, a (Proctor) Nieuport 28,



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which was a left over from his kit business. He promised to keep in touch with his progress and just a couple of weeks ago, I received an update.

Duncan said it performed like a typical WW1 plane on tarmac, but he was pleased to report that "it flew straight of the board" with just a click of right trim and a spot of elevator. He also stated the test flight was performed on a private airfield in flat calm conditions of around 20 degrees - is anyone else jealous ?? The model spans 80", weighs 7.6kgs and is powered by a Laser 240V, turning an 18x8 prop. Guidance is provided by a Multiplex 4000 2.4, driving 5 servos.



Duncan Hutson's Neuport 28

## Scale Technical Committee Members - continued

### Competition Secretary - Dave Knott



Dave Knott

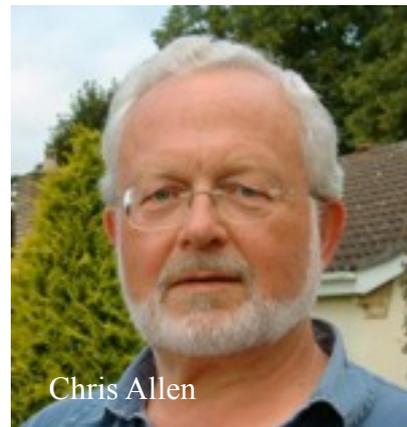
I started modeling when I was about 10 after my father bought me a model boat for us to build. I then joined the local control line club after we failed with the boat kit and went on to build and fly many control line planes. Single Channel radio control then became more available so I built a few single channel planes, some more successful than others. After college I started work at MEL repairing aircraft weather radar and other avionics. I built my own radio control from kits, both reed and proportional and used it in boats, cars, hovercraft and helicopters. My first scale plane was a Brian Taylor Spitfire which I built while still learning to fly proportional

radio; it had an interesting first flight!! In the early 80's I changed jobs to repairing the early computer printers for Centronics and have been repairing computers, printers and radio control equipment ever since. For quite a few years I flew helicopters competitively including the Nationals and still have several that I fly occasionally. In the mid 90's I changed to flying scale aircraft more and started competing in Clubmans at the Nationals, which I won in 2000. I have been competing in F4c and Flying Only ever since. I have been a member of the British F4C team since 2002 and have flown at 6 World Championships and 1 European. For many years I have also been a BMFA Chief Examiner on fixed wing and helicopters.

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## CIAM Rep, Rules and Safety Officer - Chris Allen

I started making models when I was old enough to be trusted with a razor blade to carve wood. I recall becoming fascinated by boats and aeroplanes when I was about 10 and started building scale models of both. The boats wouldn't float and the aeroplanes wouldn't fly but I was more interested in accuracy and realism. About this time my lifelong interest in aviation history and development also began. I also developed an interest in model engineering whilst at school which I was able to exploit when I started a 5 year Aircraft Engineering Apprenticeship at the Royal Naval Aircraft Repair Yard at Fleetlands, Gosport in 1960. After my apprenticeship, I worked for the UK/MoD as an Aircraft Flight Test Engineer and Avionics Engineer on rotary and fixed wing military aircraft and military aircraft projects, including Operational support, Logistic support and Project Management. I took early retirement after the Defence cuts in 1999.



Chris Allen

I started flying R/C in the mid 60's as a member of Lee Bees model flying club which is where I met the late great Eric Cotes who was responsible for commencing my scale judging career. I started judging R/C Scale at the UK Nationals in 1977 and have been judging scale at BMFA events ever since. I was nominated by the BMFA as an FAI F4 Judge and Scale Technical Expert in 1994 and have been judging European Championships and World Championships including being Chief Judge on several occasions. I have also been a flight judge at TopGun since 2008. I have been a member of the BMFA Scale Technical Committee since 2007 and currently have responsibility for Rules, Safety and FAI/CIAM Rep.

## Indoor Rep and PRO - Andy Sephton



Andy Sephton

I built my first flying model aircraft in 1958 at the age of 8, but I know I had a strong interest in all things to do with aircraft from a much earlier age. I've never given up on either area, but sometimes both have had to take a back seat due to other projects. However, since a very early age, I've always maintained a modelling workshop.

I attempted all areas of non-radio modelling and quickly gained a strong interest in scale models, particularly as my first own design aircraft flew 'off the board' in 1962. Frustratingly such success was not to be repeated for a number of years! Free flight gave way to single channel radio in the late 60s and really took off when I could afford proportional gear in the mid 70s. However, on discovering indoor free flight via an RAFMAA meeting in 1985, I immediately gave up radio and concentrated on free flight scale. The latter led to several successes in both RAFMAA and BMFA Scale Indoor National Competition. I returned to radio in 2005 and have dabbled in both radio and

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free flight since, but the emphasis has always remained with small scale models. My modelling and professional experience put me in a good position to act as a static and flight judge for the BMFA Scale Technical Committee in both radio control and free flight scale events in the 80s and 90s.

Professionally, I joined the RAF via a university cadetship in 1969 and remained as an RAF pilot until retirement in 1989. The highlights were a squadron tour on Jaguars, teaching as a weapons instructor on Hawk, successfully completing Test Pilot School in France - a challenging course that gave me a deep insight into aerodynamics that conveniently read across to the models - and two tours as an experimental test pilot. I joined Rolls-Royce plc at Bristol in 1989 leaving the company as Chief Test Pilot in 2001 to join Marshall Aerospace in Cambridge as a Test Pilot. Rolls-Royce highlights included flying the company Spitfire and gaining two world records in an RAF Harrier for time to climb in August 1989. Both records still stand at the time of writing, 4 Jun 13. The Spitfire experience led to me joining the Shuttleworth Collection and full size display flying for a number of other warbird operators. I left the Collection in 2009 as their Chief Pilot.

I retired from Marshall Aerospace in 2010 as Deputy Chief Test Pilot having carried out test, instructional, display and corporate duties on several diverse aircraft types. Since retirement, I've been expanding my modelling activities as well as learning how to paint in watercolour and play a mandolin. I joined the BMFA Scale Technical Committee in 2011 to look after Scale Indoor competition and took over as PRO the following year.

My current aims as a BMFA Scale Technical Committee member are: to encourage junior participation in our hobby, to increase the profile of Scale modelling in the BMFA and to increase participation in Scale Indoor Modelling.

## **Control Line Scale - Damyns Hall - 22<sup>nd</sup> April 2013** **Bernard Seale**

The opening meeting of 2013 for C/L Scale and Carrier Deck took place at Damyns Hall Aerodrome, near Upminster, Essex, courtesy of the Cosmo Aeromodelling Club. Organiser Peter Tribe had enlisted the help of Andy Housden to run the Carrier Deck competition and Nigel Cheffers-Heard to judge the Scale flying. Damyns Hall is a working airfield and also hosts a local R/C club, so there was plenty of activity going on in, it has to be said, perfect weather conditions – sunshine, dead calm to a slight breeze,



Control Line models at Damyns Hall

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apart from one ferocious gust which destroyed the parasol over the Scale judging table! The most striking feature of the full size activity was a Boeing Stearman which was taking passengers seated on the top wing on circuits around the airfield. Unfortunately I hadn't taken a camera along which was capable of getting a decent flying shot of the aircraft.

There was a good showing of scale models, ranging from throttled I/C, unthrottled I/C, then on to electric power of the Tribe brothers and the EDF Gloster Meteor of Ronnie Tribe. Peter flew his electric prop driven version of the Meteor in Carrier Deck.

Flying Only Scale results:

1<sup>st</sup>. Trevor Tabor HP Harrow, built from the CAP kit.

2<sup>nd</sup>. Bernard Seale Chilton DW1, built from RCMW plan.

3<sup>rd</sup>. Ronnie Tribe Electric powered Lockheed Lightning, scratch built.

Many thanks to the Cosmo Club, and in particular Peter Tribe, Andy Housden and Nigel Cheffers-Heard for the organisation of a wonderful day out.

## Scale Indoor RC and FF - Walsall - 7<sup>th</sup> April 2013

Andy Sephton

Following on from the introduction of Scale Indoor RC rules into the BMFA Scale Rule Book this year, the Walsall Scale Indoor event saw the first 'official' BMFA Scale Indoor RC competition. The event was also used as a trimming session for free flight models pre-Scale Indoor Nationals that were to be held two weeks later in Nottingham.

In the end, 11 modellers registered for the radio events and 9 for free flight. Time was shared between the two disciplines giving priority to each in turn, but both free flight and radio were, in the main, successfully carried out at the same time. There was only one unfortunate incident when a radio model crashed onto a free flight model that the owner had left on his table - there's a message for both disciplines here.



Graham Smith's impressive RC Voisin

Radio competition was limited to flying only with events for scratch built and ready to fly models - the latter was allowed to try to encourage newcomers to Scale Indoor RC flying with minimum effort in model preparation. Four modellers entered the RTF event and 7 modellers entered 8 models into the scratch built competition. Most of them rapidly discovered that flying indoors is not as simple as it seems and that outdoor experience is not necessarily a key to success. As always, the right prototype and pre-match practice was the secret to success.

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Mike Stuart ponders  
Pete Fardell's FF  
Rubber Farman

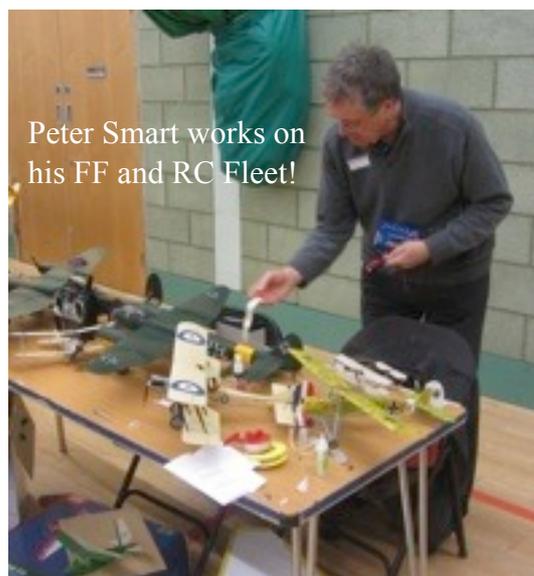
The highlight of the event was Graham Smith's Voisin. The large model was built extremely lightly giving it a flying speed less than a normal walking pace - the flight profile was very reminiscent of the Shuttleworth's Boxkite at an evening display.

Three further Scale Indoor Radio events are planned - RAF Shawbury on October 27<sup>th</sup> this year, Bushfields (Peterborough) on 31<sup>st</sup> March 2014 and next years' Scale Indoor Nationals at Nottingham on 12<sup>th</sup> and 13<sup>th</sup> April 2014. The first two events will be for

flying only and will include RTF and Scratch built classes.

The Nationals will include static judging for the main class (builder of the model rule will apply) and there will also be a flying only event for any RC Scale Indoor model, including ARTFs.

This was the first event we had at this particular venue. The pre-requisites were all there in size of Hall (about 100 ft square with a smooth 30ft ceiling), good lighting, helpful staff, adequate parking, good road communications (M5 and M6 close by) and a reasonable price. I received a lot of good comment and no complaints, so I think we can put this one onto the calendar as a regular event!



Peter Smart works on  
his FF and RC Fleet!

## RC Scale Indoor Flying Only - RTF Models

| Name           | Model    | Two Best Flt Scores | Position |
|----------------|----------|---------------------|----------|
| Dave Whitehead | Cessna   | 2824                | 1        |
| Phillip Kent   | J3 Cub   | 2803                | 2        |
| Graham Kennedy | Citabria | 2303                | 3        |
| Alex Kennedy   | Trojan   | 2234                | 4        |

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## RC Scale Indoor Flying Only - Scratch Built Models

| Name             | Model       | Two Best Flt Scores | Position |
|------------------|-------------|---------------------|----------|
| Graham Smith     | Voisin      | 3085                | 1        |
| Ben Pallister    | Tiger Moth  | 2855                | 2        |
| Peter Smart      | BE2C        | 2564                | 3        |
| Ian Pallister    | Depardussin | 2388                | 4        |
| Chris Fouweather | Beaufighter | 1855                | 5        |
| Chris Fouweather | Albatross   | 1360                | -        |
| Richard Crapp    | Jodel       | 238                 | 6        |
| Peter Illiff     | Blackburn   | 192                 | 7        |

## BMFA Scale Indoor Nationals - Nottingham University Sports Centre - 21<sup>st</sup> April Andy Sephton



Czech Modeller  
Martin Huk winds  
his Peanut Ki-43

In many ways, this year saw the most successful BMFA Scale Indoor Nationals yet. Entries were up by 35% and the number of competitors by 47%. Spectator and fun flyer numbers were also up on previous years as was the raffle prize pool. However, for me the major success was the first junior entry for as long as I can remember in the form of the Peterborough Club's Joe Rabicano. I sincerely hope that for the future of Scale Indoors, this is a hint of where are going.

Kit scale produced the majority of newcomers. Whether this was due to my introduction of a ban on previous winners or the lectures Mike Stuart and I gave to our respective clubs, I don't know. I do know that Mike's talk encouraged several members of the

Newbury Club to join

us and my talk to Peterborough brought a number of their members on board as well. To give me some idea, I'm recommending to the Scale Technical Committee that the winners ban be lifted for next year.

Peanut, Pistachio and Open Rubber continue to produce significant entry numbers, but the relatively low entry of



Greek Modeller  
George  
Kanylakis with  
Electric DeH

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only 9 modellers in CO2/Electric was somewhat disappointing.

It was good to see six foreign entries this year with several of them taking podium positions - we really do need to get our act together for next year, chaps!

The traditional fun events of an Air Race and Mass Launch were held in the main hall. And as an experiment and to try to encourage more fun flyers, a Bostonian event was held in the small hall. Although not blessed with significant

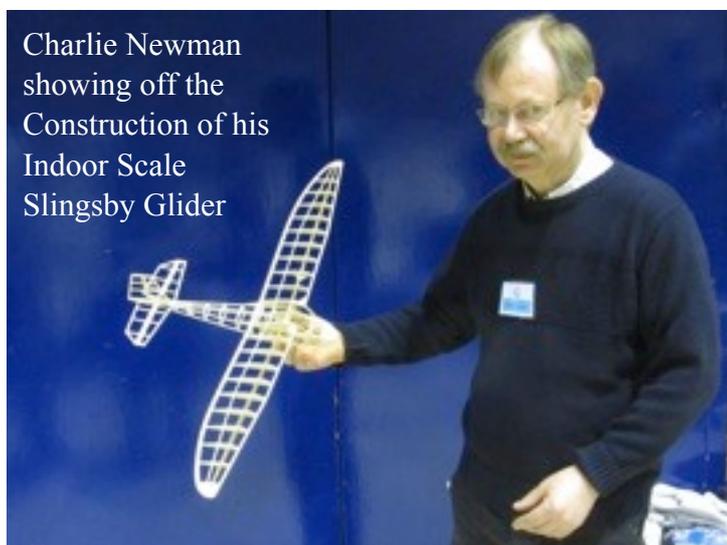


numbers, the Bostonian event will be continued next year. A worthy Bostonian entry this year was that of George Kandylakis of Greece. He entered a scale model that fit Bostonian rules rather than the other way round! He was awarded an appropriate special prize. Prizes in the form of SAMs Vouchers were presented for all three fun events.

In addition to SAMS vouchers and BMFA certificates for the top placed modellers, four special prizes in the form of plan packs were donated by our Czech colleagues which were

presented to modellers who, in my opinion, had put above average effort into their modelling but had, as yet, failed to reach the winners rostrum. These were: Peter Fardell in Open Rubber, Russ Lister in Kit Scale, David Prior in Peanut and Bryan Stichbury in Pistachio. Finally, a special prize of a Kit Model was presented to our junior modeller Joe Rabicano.

There was little spare time over the day, but some was rescued late in the afternoon to demonstrate Scale indoor gliders. Three models were launched successfully by winch. The issues with this type of model appeared to be getting the model to fly straight on the climb and yet turn in the hall space available. Non were fitted with auto rudders, but perhaps that may be the way to go.



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Co2/Electric Static Judges Ian Pallister and Alex Kennedy look at Graham Banham's winning Fairchild.

As well as some superb model flying, which can be seen on various Facebook, You Tube and Forum websites and in most of the major modelling magazines, my overriding memories of the weekend include:

- Watching Nick Peppiatt washing rubber motors in the gents (?)
- Seeing the girls desperately folding 1000s of raffle tickets prior to the draw.
- Hearing the tale of a certain modeller destroying his works

photocopier while trying to create tissue markings.....

- Overhearing a conversation: "....Bostonian? Oh we can't be bothered with that....we do Legal Eagle Ooop North!"
- And finally, hearing the scream of Peter Iliffe's latest ducted fan RC Jet.....

The Scale Indoor Nats are now a victim of their own success and next year will see the event run over two days, 12<sup>th</sup> and 13<sup>th</sup> April. Scale Indoor RC will be introduced as will a flying only competition for Indoor Gliders. Indoor gliders will also be allowed in Kit Scale.

I've added pictures of some of the models that caught my eye over the day and I've added limited results tables here. Full results can be seen on the BMFA Scale website: [www.scalebmfa.co.uk](http://www.scalebmfa.co.uk)

## 2013 BMFA Scale Indoor Nationals Results - Mass Launch

| Name           | Position |
|----------------|----------|
| Laurance Marks | 1        |
| Andrew Darby   | 2        |
| John Churchill | 3        |

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## 2013 BMFA Scale Indoor Nationals Results - Bostonian

| Name              | Model              | Two Best Flt Scores | Position |
|-------------------|--------------------|---------------------|----------|
| Gordon Hannah     | Sorta Senator      | 3:15                | 1        |
| Nick Peppiatt     | Sorta Korda        | 3:13                | 2        |
| Jonathan Whitmore | Cub                | 2:14                | 3        |
| Brian Stichbury   | Sorta Korda        | 1:52                | 4        |
| George Kandylakis | Bellanca           | 0:52                | 5        |
| Ian Bates         | General Aristocrat | 0:29                | 6        |

## 2013 BMFA Scale Indoor Nationals Results - Air Race:

| Names                         | Position |
|-------------------------------|----------|
| John Valiant/Brian Waterland  | 1        |
| Nick Peppiatt/Bryan Stichbury | 2        |
| Derek Knight/Gareth Tilston   | 3        |

## 2013 BMFA Scale Indoor Nationals Results - Open Rubber (18 entries):

| Name             | Model            | Static | Flight | Total  | Position |
|------------------|------------------|--------|--------|--------|----------|
| Chris Blanch     | Grumman Hellcat  | 1430   | 1816   | 3246   | 1        |
| Andre Petit (Fr) | Southern Martlet | 1748   | 1484   | 3232   | 2        |
| Peter Smart      | VO 88A4          | 1334   | 1861.2 | 3195.2 | 3        |

## 2013 BMFA Scale Indoor Nationals Results - CO2/Elec (9 entries):

| Name                   | Model         | Static | Flight | Total  | Position |
|------------------------|---------------|--------|--------|--------|----------|
| Graham Banham          | Fairchild FC1 | 1269   | 1824   | 3093   | 1        |
| Peter Smart            | Lancaster     | 1168.5 | 1615.9 | 2784.4 | 2        |
| George Kandylakis (Gr) | De H          | 1058   | 1716   | 2774   | 3        |

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## 2013 BMFA Scale Indoor Nationals Results - Kit Scale (24 Entries):

| Name           | Model          | Static | Best 2 Flights | Total | Position |
|----------------|----------------|--------|----------------|-------|----------|
| Dan Mellor     | SE5A           | 76     | 196.5          | 272.5 | 1        |
| Andrew Darby   | Cessna Skyhawk | 85     | 186            | 271   | 2        |
| John Churchill | Cessna120/140  | 76     | 189            | 265   | 3        |

## 2013 BMFA Scale Indoor Nationals Results - Peanut (21 entries):

| Name              | Model         | Static/<br>pos | Flight/<br>pos | Total | Position |
|-------------------|---------------|----------------|----------------|-------|----------|
| Andre Petit (Fr)  | Fly Baby Bipe | 123.0/3        | 128/2          | 5     | 1        |
| Mike Hadland      | Jungmann      | 136/1          | 118/6          | 7     | 2        |
| Robert Pajas (Cz) | Aero A-35     | 87/9           | 123/3          | 12    | 3        |

## 2013 BMFA Scale Indoor Nationals Results - Pistachio (11 Entries):

| Name                  | Model           | Static/<br>pos | Flight/<br>pos | Total | Position |
|-----------------------|-----------------|----------------|----------------|-------|----------|
| Martin Huk (Cz)       | Fly Baby Bipe   | 62/1=          | 108/2          | 3     | 1        |
| Jacques Cartigny (Fr) | Spitfire        | 62/1=          | 63/4           | 5     | 2        |
| Nick Peppiatt         | Lippisch Storch | 54/4           | 127/1          | 5     | 3        |



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Models at the  
Druid's Club  
Meeting



## RC Flying Only - Druids - 5<sup>th</sup> May 2013 Dave Knott

For a change we all arrived at the well prepared Druids Club site, to find it was good weather, not cold and not blowing a gale. There were 12 entries this time which was a bit down on normal as some of the usual fliers were away in France.

Martin Fardell brought along his new A W Argosy which is powered by 3

brushless motors and 3 off 4 cell lipo batteries. It has not had many flights yet and he is still getting it set up. Martin thinks the motors probably have enough power to pull the wings off at full power!!

The other new model was Dave Toyer's Miles Falcon which had problems with the elevator trim in the first round making it difficult to fly. This was resolved and it flew much better in the afternoon. The Black Horse Chipmunk seems to be a popular choice for flying only, with four being entered this time.



Martin Fardell's  
new electric Argosy

Dave Toyer's Miles  
Falcon



Steve Fish flew two good flights with his trusty Typhoon and although myself and Ian with his DH51 had better second flights, we were not able to quite catch him in the end.

| Name       | Model          | Flight 1 | Flight 2 | Total  | Position |
|------------|----------------|----------|----------|--------|----------|
| Steve Fish | Typhoon        | 1749     | 1801.5   | 3550.5 | 1        |
| Dave Knott | Hurricane Mk 1 | 1723     | 1810.5   | 3533.5 | 2        |
| Ian Bryant | DH-51          | 1622     | 1878     | 3500   | 3        |

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## RC Flying Only - Sussex RFC - 19<sup>th</sup> May 2013

Dave Knott

The number of entrants was disappointing with only five this year, but the weather forecast had been varying between good and bad all week. It then settled on an iffy forecast which turned out to be about right. We had light rain and gusty winds throughout the competition, but we could see brighter weather close by upwind of us.



Pete Fullard's Trojan

Pete Fullard was first to fly with his YT International T28 Trojan powered by a Laser 180V, which handles the wind very well and he put in a good flight. Jim Reeves then flew his electric powered Bristol M1C. I flew my Enya 120 powered Hurricane next and although it handles the wind well and I did a reasonable flight, the landing was not good and the model nosed over.

Richard Crapp was flying his Wessex Tri Motor and Mick Reeves his Sopwith Strutter.

The start of the second round was delayed due to the rain getting heavier for a while, but it eased up and we decided to carry. Pete's 2<sup>nd</sup> flight was not quite as good as his 1<sup>st</sup> flight and he had a problem with a main oleo leg on landing, which did not help. Jim's second flight went much better as did Richard's and Mick's. My 2<sup>nd</sup> flight was going OK until I did an even worse landing than the first one.

Mick Reeves finished second, just overtaking Pete Fullard with his higher 2<sup>nd</sup> round score. I was surprised to still be in the lead after my second round landing/crash.

As seems to be normal for our competitions, just as we were packing up the good weather finally arrived and the sun came out!!!! Lets hope for good weather at Church Fenton for a change.

| Name        | Model               | Flight 1 | Flight 2 | Total  | Position |
|-------------|---------------------|----------|----------|--------|----------|
| Dave Knott  | Hurricane Mk 1      | 1578.5   | 1490     | 3068.5 | 1        |
| Mick Reeves | Sopwoth 1½ Strutter | 1420.50  | 1471     | 2891.5 | 2        |
| P Fullard   | Trojan              | 1455.5   | 1399.0   | 2854.5 | 3        |

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## FF Scale - BMFA FF Nats Barkston Heath - 25<sup>th</sup> and 26<sup>th</sup> May 2013

Bill Dennis



Gareth Tilston with Fokker EIII

Following hard on the heels of a highly-successful Indoor Nationals, the two Free Flight events at the May BMFA Free Flight Nationals also saw a big jump in entries. The two days over which they were run saw similar weather, with warm sun and a light breeze and we had some of the best flying in a long time.

On Saturday we ran the Aeromodeller and Model Aircraft designs event, won by Ray Hall with his fine-flying Blackburn B2.

Ray had to enter this model after

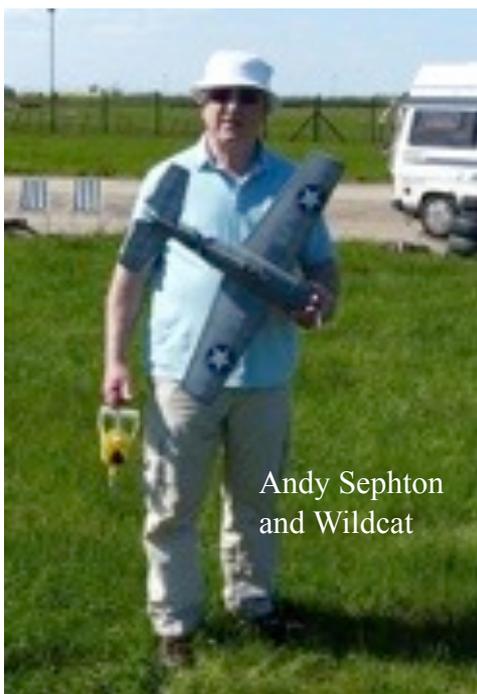
his first choice, a Kyosho Shiragiku by Mike Hawkins, proved to have Kamikaze tendencies. Another interesting and obscure subject was Derek Knight's Miles Student. Originally designed for Jetex, it now has one of Derek's ducted fan units fitted. Trimming proved to be an interesting exercise as increases in engine thrust caused a nose down trim change.



Derek Knight's Baroudeur and Miles Student

The next day was even better, with fourteen varied entries all qualifying with some excellent flights. Those that stick in the mind were the slow and straight climb outs by Steve Powell's Whippet and Billy Hanshaw's orange and silver Avro Avis. By contrast, Terry Aydon's huge Mercury Aeronca roared to a great height and took forever to come down.

Free flight scale can sometimes seem a masochistic activity but days like this remind us why we do it. Against all logic, we keep going, with new flyers joining us every year. If you fancy having a go, get on our FF email list (contact [billdennis747@aol.com](mailto:billdennis747@aol.com)) and have a look at this list of free plans: [http://www.outerzone.co.uk/browse\\_plans/index.asp](http://www.outerzone.co.uk/browse_plans/index.asp)



Andy Sephton and Wildecat



Ray Hall's Blackburn B2

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## Results - Open Scale:

| Name           | Model              | Two Best Flt Scores | Position |
|----------------|--------------------|---------------------|----------|
| Derek Knight   | Baroudeur          | 1640                | 1        |
| Mike Smith     | DH-10              | 1590                | 2        |
| Andy Sephton   | Wildcat            | 1500                | 3        |
| Gareth Tilston | Fokker EIII        | 1490                | 4        |
| Billy Hanshaw  | Avro Avis          | 1470                | 5        |
| Philip Smith   | Cessna Bird Dog    | 1450                | 6        |
| Martin Pike    | Comper             | 1370                | 7        |
| Bryan Lea      | DH Beaver          | 1220                | 8        |
| Terry Aydon    | Aeronca            | 1210                | 9        |
| Steve Powell   | Whippet            | 1180                | 10       |
| Ken Bates      | Comper             | 850                 | 11       |
| Ray Hall       | Blackburn B2       | 780                 | 12       |
| Mike Kelsey    | SE5A               | 620*                | 13       |
| Ron Smith      | Chrislea Super Ace | 600*                | 14       |

\* one scoring flight only

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## Results - Aeromodeller/Model Aircraft Designs

| Name           | Model         | Two Best Flt Scores | Position |
|----------------|---------------|---------------------|----------|
| Ray Hall       | Blackburn B2  | 1680                | 1        |
| Derek Knight   | Miles Student | 1630                | 2        |
| Gareth Tilston | Fokker EIII   | 1580                | 3        |
| Mike Kelsey    | SE5A          | 1380                | 4        |
| Steve Powell   | Whippet       | 960*                | 5        |
| Andy Sephton   | ABC Robin     | 790*                | 6        |

\* one scoring flight only

**Editors Note:** Bill has posted the following provisional rules for next year's competition. Note the small static element and the bonus for new models - wish I'd saved the Wildcat for next year.....

### Aeromodeller/Model Aircraft Designs

*The purpose of this class is to encourage participation in outdoor free flight scale competition by removing the need for documentation, while giving it the focus of using one of the many published designs.*

- 1. The competition is open to any free flying scale design published in Aeromodeller or Model Aircraft magazine, including scale free plans, with a minimum wingspan of 60cm. Any form of motive power is permitted, as are conversions from one to another. Models must comply with the BMFA restrictions in rules 6.1.1.1., 6.4.1.1., 6.4.2.1 and 6.4.3.1. The Builder of the Model rule, 6.1.1.3 will also apply.*
- 2. Scaling of designs is permitted up to a maximum of 10% either way.*
- 3. Alterations to structure, attachments and minor changes to outline shape are permitted.*
- 4. No documentation is required.*
- 5. Four rounds will be flown. The qualifying time for all models will be 20 seconds.*
- 6. ROG is optional but will not be scored (many designs have no U/C).*
- 7. Before flying commences, the models will be inspected by the judge(s) and awarded a static score out of 200, based on craftsmanship and realism. This score will be added to the final flying score.*
- 8. Marks for flight will be given out of ten under the following headings, and multiplied by the K factor:*

*Climb - K20  
Realism - K50  
Transition - K10  
Landing approach - K20*

- 9. The total of the two best flights will be added to the static score. A further bonus of 10% will be added to this score for models that have not previously been entered in this competition. The highest total will determine the winner.*

### Open Free Flight Scale – Flying only

*The purpose of this class is to encourage participation in outdoor free flight scale competition by removing the need for documentation.*

# BMFA Scale Technical Committee Newsletter - June 2013

1. The competition is open to any free flying scale model which complies with the BMFA rules 6.1.1.1., 6.4.1.1, 6.4.2.1 and 6.4.3.1 with the exception that the minimum wingspan be 60cm. The Builder of the model rule 6.1.1.3 will also apply.
2. Four rounds will be flown. The qualifying time for all models will be 20 seconds.
3. ROG is optional but will not be scored (many designs have no U/C).
4. Before flying commences, the models will be inspected by the judge(s) and awarded a static score out of 200, based on craftsmanship and realism. This score will be added to the final flying score.
5. Marks for flight will be given out of ten under the following headings, and multiplied by the K factor:

Climb - K20  
Realism - K50  
Transition - K10  
Landing approach - K20

6. The scores for the two best flights will be added. A further bonus of 10% will be added to this score for models that have not previously been entered in this competition. The highest total will determine the winner.

## RC Scale - RAF Church Fenton - 26<sup>th</sup> May 2013 Graham Kennedy

"I expect the weather to be good as I will not be there this year!!" These were the words uttered by Dave Knott a week or so before the event at Church Fenton and his prediction proved to be absolutely right. If this is what we need to do in order to secure good weather, then please stay away next year - only kidding, Dave!

Buoyed by the favourable weather forecast, Gordon received a bumper pre-entry of 19, of which 18 turned up on the day. This included 8 flyers from north of the border - most of whom were looking to gain team trials or Nats Flying only qualifying scores.

Flying was of a pretty high standard, with some excellent scores being posted - most notably from Jim Reeves, Dave Womersley and Andy Bowman. Thanks to the large entry and a mid-session re-work of the flightline, flying continued until almost 6pm, when ace CD, Gordon Warburton awarded the prizes and announced that England (Dave Womersley, Mick Reeves and Steve Jackson) had beaten Scotland (Jim McCall, Drew Moule and Lindsay Dickie) in the annual needle match.

| R/C Scale |             |                 |       |        |        |        |        |       |
|-----------|-------------|-----------------|-------|--------|--------|--------|--------|-------|
| Pos       | Name        | Model           | BMFA  | Flt 1  | Flt 2  | Static | Total  | Norm  |
| 1         | D Womersley | Chipmunk        | 32449 | 1580.1 | 1603.8 | 1744.0 | 4705.0 | 96.3  |
| 2         | J Reeves    | Bristol M1 C    | 80379 | 1611.8 | 1665.6 | 1215.0 | 4263.0 | 100.0 |
| 3         | R Crapp     | Westland Wessex | 52698 | 1342.5 | 1479.0 | 1588.0 | 4212.0 | 88.8  |
| 4         | M Reeves    | 1 ½ Strutter    | 15674 | 1183.3 | 1572.6 | 1592.0 | 4155.0 | 94.4  |
| 5         | S Jackson   | Sopwith Pup     | 36968 | 1378.5 | 1403.8 | 1418.0 | 4005.5 | 84.3  |
| 6         | D Toyer     | Miles Messenger | 75095 | 1237.1 | 1160.8 | 1553.0 | 3783.0 | 74.3  |
| 7         | T Manley    | Blackburn Dart  | 11235 | 1162.4 | 1208.6 | 1506.0 | 3711.0 | 72.6  |

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| Flying Only |             |                  |         |        |        |        |      |
|-------------|-------------|------------------|---------|--------|--------|--------|------|
| Pos         | Name        | Model            | BMFA    | Flt 1  | Flt 2  | Total  | Norm |
| 1           | A Bowman    | Clipped Wing Cub | 32526   | 1588.2 | 1602.7 | 2967.5 | 96.2 |
| 2           | I Pallister | Piper Cub        | 86453   | 1498.4 | 1488.2 | 2777.5 | 90.0 |
| 3           | A Kennedy   | Tiger Moth       | 167787  | 1488.2 | 1494.1 | 2773.5 | 89.7 |
| 4           | M Fardell   | Leoning          | 68822   | 1450.0 | 1514.0 | 2756.5 | 90.9 |
| 5           | D Moule     | SE5 A            | SAA3086 | 1424.7 | 1497.9 | 2718.0 | 89.9 |
| 6           | L Dickie    | Zlin             | SAA1343 | 1376.9 | 1483.3 | 2660.0 | 89.1 |
| 7           | M Henderson | Citabria         | SAA4653 | 1373.1 | 1410.2 | 2588.5 | 84.7 |
| 8           | D Fisher    | Stinson Reliant  | SAA935  | 1398.4 | 1383.9 | 2587.5 | 84.0 |
| 9           | J McCall    | Chipmunk         | SAA217  | 1234.4 | 1347.9 | 2401.5 | 80.9 |
| 10          | J Currie    | Tiger Moth       | SAA1193 | 1208.6 | 1253.8 | 2290.0 | 75.3 |
| 11          | D Marsden   | SE5 A            | SAA073  | 0      | 0      | 0      | 0    |

## STOP PRESS

### Notes from the BMFA STC meeting 15<sup>th</sup> June:

- Chris Allen wrote a proposal for the last Newsletter (see website) on removing the non-aerobatic status from the RC Flying Rules. If you have any comment or feedback on this proposal, please let either Chris or the Newsletter Editor know by 7<sup>th</sup> July.

- The Scale Indoor Nats in 2014 will run over two days - 12<sup>th</sup> and 13<sup>th</sup> April - and will include the following official classes: Open Rubber, CO2/Electric, Kit Scale, Peanut, Pistachio, RC Scale and RC Scale Flying Only. Unofficial classes will include: Scale Indoor Glider Flying Only, Bostonian, Air Race and Mass Launch.

-The following changes to the BMFA Scale Rules were agreed in principle and will take effect in 2014:

- The ban on previous winners entering Kit Scale will be removed.
- Kit Scale gliders will be allowed to enter Kit Scale.
- The free flight declaration will be expanded to include computer derived parts to be listed e.g 3D printing and laser cutting.
- The words "Free Flight" will be removed from the documentation requirements para: 6.1.2.2 (b), so that the minimum size of aircraft drawing for outdoor competition is 250mm span and indoor 150mm span etc. (I would also advise that Indoor documentation be presented on A4 (maximum of A3) sheets as there is often little room for the Judges to manipulate both the model and documentation. See advice in Rule 6.1.2.3)
- The reduction in marks for models equipped with gyro stabilisation in Scale Indoor RC will be limited to 20% for Take Off, Touch and Go and Landing only

- The Judges guide for static judging will be amended to emphasise that the judges should only take into account what they can see on the model and not what is hidden, even if it's known.

- The following rule clarifications were decided:

# BMFA Scale Technical Committee Newsletter - June 2013

- The length limit of Peanut and Pistachio models is the 'overall' length of the prototype, so it includes the distance from behind the propeller to the rear extremity of the model.
- Kit Scale rules allow printed decals, so computer printing of markings is allowed without penalty.

## STOP PRESS 2

- The BMFA has a new **Facebook** page - please consider joining it.

**A volunteer is required** - Next year's BMFA Scale Indoor Nationals will signal the end of my three-year stint as BMFA Scale Indoor organiser. I will need a successor to take over from the end of the Championships. Ideally, the successor for 2015 will be agreed before the 2014 Nats so that he or she can act as an understudy. Let the editor know if you are interested.

**The Scale Indoor Meeting** at Shawbury on the 27<sup>th</sup> October has been confirmed. Contact the editor for more details or see the Scale Indoor Events page on the website

**Scale RC Scoring** - Dave Knott reports: "..... if we have to drop one option manoeuvre as we did at Church Fenton, the new version of the scoring program takes this into account to maintain the 2 to 1 ratio between flying and static scores. Further, to maintain the normalised scores for the team trails the flying only scores will also be adjusted. The adjustments will mean that your scores may not add up to the totals on the score board.

**BMFA Scale Judges Guide:** The new BMFA Scale Judges guide is now on the BMFA Scale website - see the fourth link on the following page: <http://www.scalebmfa.co.uk/downloads.html>. The Judges guide should be read in conjunction with the BMFA Scale Rulebook, 2013 edition: <http://www.bmfa.org/publications/rulebooks/files/Ru13-sca.pdf> and will apply to all BMFA Scale competitions this year.

**Request** - I need pictures and reports from Scale meetings plus comment and ideas for future Newsletters, please. You should know my contact address by now, please get in touch!

**....and finally**, some pictures from Richard Crapp from what he calls "A Dirty-Knees Weekend in France"!



# BMFA Scale Technical Committee Newsletter - June 2013

## BMFA Scale Flying Programme 2013:

| VENUE   | Team Trials Qualifier  | CD/Contact   |
|---|--|--|
| 23 <sup>rd</sup> June<br>Merryfield<br>F/O  | No   | Dave Knott<br><a href="mailto:dave.knottd@btinternet.com">dave.knottd@btinternet.com</a><br>01903 501462 |
| 23 <sup>rd</sup> June<br>Aberdeen<br>F/O  | No   | Graham Kennedy<br><a href="mailto:grhmkenedy@gmail.com">grhmkenedy@gmail.com</a><br>07879 687494         |
| 7 <sup>th</sup> July<br>Warboys)<br>RC Scale Ripmax Trophy & F/O                              | Yes  | Dave Knott<br><a href="mailto:dave.knottd@btinternet.com">dave.knottd@btinternet.com</a><br>01903 501462 |
| 7 <sup>th</sup> July, Dreaming Spires, Oxford<br>FF Scale                                     | N/A  | Contact Charlie Newman<br>01865 426129   |
| 14 <sup>th</sup> July, Marlborough MFC<br>CL Scale and Carrier                                | N/A  | Mike Welch<br>01793 612629   |
| 16 - 22 <sup>nd</sup> July,<br>FF - one design postal contest                                 | See: <a href="http://www.hippocketaeronautics.com/hpa_forum/index.php/topic,12955.0/topicseen.html">http://www.hippocketaeronautics.com/hpa_forum/index.php/topic,12955.0/topicseen.html</a> |  |
| 20 - 21 <sup>st</sup> July, Old Warden<br>Scale Weekend                                       | N/A  | Model Air<br><a href="http://www.modelair.info/">http://www.modelair.info/</a>                           |
| 21 <sup>st</sup> July<br>Osournby<br>F/O  |  | Dave Knott<br><a href="mailto:dave.knottd@btinternet.com">dave.knottd@btinternet.com</a><br>01903 501462 |
| 24 <sup>th</sup> -26 <sup>th</sup> Aug Nationals<br>Barkston Heath<br>F4C & F/O & S/O         | Yes  | Graham Kennedy<br><a href="mailto:grhmkenedy@gmail.com">grhmkenedy@gmail.com</a><br>07879 687494         |
| 24 <sup>th</sup> - 26 <sup>th</sup> August, BMFA Nats<br>CL Scale                             | N/A  | Brian Cordwell via BMFA Office   |
| 24 <sup>th</sup> - 26 <sup>th</sup> August, Nationals, Barkston<br>Heath<br>FF Scale          | N/A  | Contact Bill Dennis<br>01623 882620  |
| 1 <sup>st</sup> September, Flying Aces,<br>Peterborough<br>FF Scale                           | N/A  | Contact PMFC:<br><a href="http://www.peterboroughmfc.org/">http://www.peterboroughmfc.org/</a>           |
| 7 <sup>th</sup> and 8 <sup>th</sup> September<br>Open Scale<br>Rochefort, La Rochelle, France | N/A  | Graham Kennedy<br><a href="mailto:grhmkenedy@gmail.com">grhmkenedy@gmail.com</a><br>07879 687494         |
| 8 <sup>th</sup> September<br>Merryfield<br>F/O  | No   | Dave Knott<br><a href="mailto:dave.knottd@btinternet.com">dave.knottd@btinternet.com</a><br>01903 501462 |
| 14 <sup>th</sup> September - RC Standoff and<br>flying only<br>Nutts Corner, County Antrim    | No   | <a href="mailto:robtmccartney@hotmail.com">robtmccartney@hotmail.com</a> 07798 505513                    |
| 21 <sup>st</sup> /22 <sup>nd</sup> September<br>Team Trials TBC<br>F4C, F4H                   |  | Dave Knott<br><a href="mailto:dave.knottd@btinternet.com">dave.knottd@btinternet.com</a><br>01903 501462 |
| TBD Sep/Oct, Barkston Heath<br>Selby Trophy   | N/A  | Contact Bill Dennis (01623 882620)   |
| 6 <sup>th</sup> October, Three Kings , Croydon<br>Airport<br>CL Scale and Carrier             |  | Andy Housden<br>020 8541 0186  |
| 27 <sup>th</sup> October, RAF Shawbury<br>Scale Indoor FF and RC                              | N/A  | John Minchell and/or Andy Sephton  |