

## Editorial:

Andy Sephton



The main news for this issue is **Scale Helicopters** will be joining **BMFA Scale** from the R/C Power Technical Committee with effect from the 2014 season. The 2014 Rule Book will incorporate the Helicopter Scale Rules and we will be co-opting a Scale Helicopter flyer onto the Scale

Technical Committee. I didn't get the chance to see them at this year's Nationals, but I'm looking forward to witnessing their models next year. I'm sure you'll join me in giving them a warm welcome into our group.

For **Scale Indoor Flyers**, please note that the next Scale Indoor Nationals will be my last as organiser. We need a successor, please contact me for more information.

I was asked by more than one modeller if static judging could be brought into the flying only schedule for Scale Indoor Free Flight and RC so that more complex models with less than ideal flying characteristics would not be disadvantaged. The very reason that flying only was introduced was to give the less complex models a chance in Scale competition. It also allows models with less than complete documentation to be constructed and demonstrated in competition. The best place to compete complex models is the Nationals, Flying Only is for flying models and there is no mark given for complexity.

There will be a number of **rule changes for 2014** in the January 2014 issue of the BMFA Scale Rule Book. See later in this Newsletter for a summary

**Results:** to save space, result tables for those competitions that have their results promulgated on the Scale BMFA website have not been included in the Newsletter. The top places in each competition have been included in the text for the most part.

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

Merry Christmas and a happy, prosperous and safe New Year to all our readers.

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*Mike Sollit's Ryan  
STA behind John  
Carpenter's Bronco.*

### RC Scale - Barkston Heath - 9<sup>th</sup> June 2013

Dave Knott

The weather forecast for Sunday at Barkston was very good until the Sunday morning, when they changed it! The winds were still at about 10 mph down the runway, but it was overcast and not as warm as we had hoped for. Still as this year's weather goes it

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was pretty good.

We had the usual good turn out of fliers for the two classes being flown with 8 in RC Scale and 9 in Flying Only. This number of fliers meant we had to drop one option as we did at Church Fenton. The new version of the scoring program now takes this into account, to maintain the 2 to 1 ratio between flying and static scores. The flying scores are multiplied by about 7.52 % to give the corrected score. To maintain the normalised scores for the team trails the flying only scores have also been adjusted. I hope this explains why you may not have been able to make your scores add up to the total on the score board.



*Pete Fullard's Wyvern - built from a Blackhorse kit and powered by a Laser 300.*

Dave Toyer got the flying underway with his Miles Messenger. I didn't see much of the flying as I was rather busy all day. Pete Fullard was 4<sup>th</sup> to fly with his Laser 300 powered Blackhorse kit Wyvern. Due to the weather this year it has only had a few flights so far, but it looked very good in the air and had plenty of power. With a thick wing and lots of bits hanging off it, it also slows down very well.

*A pair of Sopwiths, Mick Reeves 1½ Strutter and Steve Jackson's Pup*



Barkston with no problems!!! For the 2<sup>nd</sup> flight Mick even bravely took off with the engine on one cylinder hoping it would pick up in flight, which unfortunately it did not. Terry Manley's engine also decided to quit after take off, but he made a safe landing ok.

Jim Reeves has changed the colours and markings of his electric Bristol M1 after advice at the Seminar a few weeks ago. Mick Reeves Laser seems to not like running on both cylinders during competitions, having given problems at Church Fenton it decided to cause problems again during both flights at Barkston. He has run it at home and in between flights at



*Jim Reeves Bristol M1C*

Dave Womersley was in unbeatable form with his Chipmunk, putting in the best 2 flights of the day and also getting the 2<sup>nd</sup> highest static score. Mick Henderson flew his DH9A very well into 2<sup>nd</sup> place, having sorted out the

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aileron over the winter having had problems in Spain. I came 3<sup>rd</sup> with my Hurricane having not flown well enough to catch Mick.

The Flying Only competition was a bit closer, with Alex Kennedy the winner with his trusty Tiger Moth. Not far behind was Andy Bowman with his Piper Cub. In a very close 3<sup>rd</sup> position was Pete Fullard, just 2.15 point behind having put in a very good 2<sup>nd</sup> flight.

### **RC Scale Flying Only - RNAS Merryfield - 23<sup>rd</sup> June 2013**

**Dave Knott**

Nine fliers arrived at a very windy Merryfield, The winds being very close to the competition limit. After much standing round and everyone saying it was too windy to bother flying, a few said they wanted to give their models a fly anyway. It was then decided that if they were going to fly anyway we might as well hold the competition for the six fliers willing to brave the winds

Martin was first to fly with his big Leoning, which did not look happy in the strong wind.

Dave Charles was flying his turbine powered Panther and I was surprised to see how much this also got bounced around. The landing also proved difficult in the gusty wind. Pete Fullard was flying his Blackhorse Wyvern, now fitted with a home made retracting tail wheel unit and put in a good flight Mick Reeves decided to fly his electric powered Spitfire as his Strutter engine was still unreliable for unknown reasons. Steve Fish decided to fly his Blackhorse Corsair fitted with a petrol engine as he had forgotten his transmitter for the Spitfire. Its nice to know I am not the only one who forgets things!!!

The Corsair flew well to get the highest round one score even though Steve only brought the model along for a lunch time trimming flight. I flew my Pica T28 which handles the wind better than the Hurricane, but I apparently have not cured its tendency to leap off the ground on take off. More adjustments required.

We decided to fly a second round after much I'll fly if you fly talk. Martin's Leoning was flying better in the second round, but the wind got it on landing causing substantial damage and Martin decided it was time to retire this model. It's a shame we won't be seeing it again, but Martin has decided to down size his models and go electric. The rest of the second round flights were pretty similar in score to the first, but Steve managed an even better flight to give himself a 100 point lead over myself. Pete Fullard took third place.

Thanks to the Ilminster Club and Dave Cossins for arranging the use of the wonderful venue.

### **RC Scale Flying Only and Ripmax Trophy - Warboys - 7<sup>th</sup> July 2013**

**Dave Knott**

We had our usual good turn out again at Warboys helped this year by the really good weather. There were a total of 18 fliers, 12 in flying only and 6 in the Ripmax Trophy.

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*A panoramic view of the line-up at Warboys!*

John Carpenters Bronco was the only new model at the event this year. Jim Reeves got the flying underway with his Bristol M1C. Dave Charles did the best flight of the first round with his Spitfire in the F/O class closely followed by myself, Andy Bowman and Pete Fullard. Mick Reeves Strutter unusually had a problem with his touch and go not going again, so he also lost his landing score.

Throughout the day the Static Judges were able to sit in the sun and judge the 6 models for the Ripmax Trophy class. Mick Hederson's DH9a once again scoring highest, followed by my Hurricane then Mick's Strutter. Richard's Wessex was not far behind, so it was all to play for with the flying.

In the second round the majority of fliers put in a better scoring flight although some did have problems. Mick Henderson's DH9a top cowling came adrift and caused fuel starvation to his Laser engine. Jim's Bristol M1C suffered some severe flutter and he wisely decided to land early.

*Another flight line view - Dave Knott's Hurricane and Dave Toyer's Messenger nearest the camera*

In the Flying Only class Dave Charles's two good flights made him a clear winner, with Andy Bowman and his Cub in a solid second place. Pete Fullard's second flight was not as good as his first round and he was pipped for third place by an improving Alan Glover.



I managed a better second flight, which was enough for me to retain the Ripmax Trophy. Richard Crapp put in two good flights with his Wessex to come second, with Dave Toyer's Messenger in third.

Our thanks go to the Ramsey Club for the use of the excellent facilities and arranging the good weather.



## **Control-Line Scale - 2013. Bernard Seale**

14<sup>th</sup> July. Marlborough Carrier and Scale Day. Unfortunately I was unable to attend once again, although I await a report and photos from Mike



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Welch. Apparently it was a very hot day weatherwise. I will forward that report when it arrives.

20<sup>th</sup>/21<sup>st</sup> July. Modelair SCALE weekend at Old Warden. I attended on the Sunday. Once again, the circle that used to be used for SCALE models was being used for a C/L Aerobatics competition! The Scale models circle was situated further down towards the control tower on a sloping site that made it very difficult to judge height for options such as overshoots and touch-and-go's.



Sam 35 ran the C/L scale competitions in four classes – profile single motor, full bodied single motor, then ditto for multi motored models. All models had to provide documentation and were judged statically before flying took place. Only one flight would count. Flight scores were marked out of 100 – 10 each for take-off and landing, and 80 for the impression of the flight itself. I cannot recall the names of all the class winners and placers, but I hope to receive these from the CD and judge with whom I left my e-mail address. Once again, I hope to

forward these as soon as I receive them. Steve Betney won the Modelair trophy for the highest number of points scored in all C/L classes.

As last year, there was a good turnout of models and entries, some of which are shown in the photographs.

### RC Scale Flying Only - Osbournby - 21<sup>st</sup> July 2013

Dave Knott

The weather forecast for Osbournby was very good, so Pete Fullard and myself arrived in shorts and tee shirts to

find that although it was quite sunny every one had their coats on. Luckily

*A smiling Richard Crapp with his Wessex*

we were also prepared for English

summers and jeans, jumpers and coats were rapidly put on. The cool breeze was not that strong, but it was coming over a few foot high field of crops and then a ditch before the flying site. This caused some unexpected problems with the landings for most of us and I did not see many good landings during the day.



*T28 from Dave Knott, Pete Fullard's Wyvern and Terry Manley's Blackburn*





*Mike Sollit's Ryan  
STA*

Mick Reeves and family kindly agreed to get the competition organized and started before I got there, so I did not see the first 3 flights. Dave Toyer had a trim problem with his Miles Falcon and decided to abort the flight. My first flight was not bad except for the landing which was rather hard and caused damage to the noseleg when it suddenly arrived at the ground. I think it was wind sheer.

After the first round it was quite close with Andy Bowman in front, then myself in 2<sup>nd</sup> and Richard Crapp with his Wessex in 3<sup>rd</sup> place with several others close behind.

The second round scores were pretty similar to the first, but I managed to improve my score with a slightly better landing than the first, but still not a good one. Still, it was just enough to edge past Andy Bowman's Stampe for first place. Andy was second staying ahead of an improving Richard Crapp with his Wessex in third. Pete Fullard's flight was also better, but not quite enough to get third. He remained 7.5 points behind Richard, which was quite close.

Thanks to the Osbournby club for the use of their site.

### **Scale RC - Scottish Events - 2013 Graham Kennedy**

2013 saw two Scottish venues at opposite ends of the country host domestic BMFA events for the first time as qualifiers for the Flying only class at the Nats. The sites were chosen as they both have good quality grass runways and are the home clubs of several of the Scottish flyers who regularly make the trip south to Barkston Heath.

Originally, the Warrix (between Troon and Irvine in Ayrshire) event was due to take place in mid-May, however, the weather on the day was truly appalling - constant rain and very poor visibility. This was a great shame as a very good number of entrants had made the journey, but ended up leaving their aircraft safely in their vehicles. The rearranged event in mid July was held in very sunny conditions, with light winds. A reasonable entry of six participated in Flying only with the winner being local man and former British Champion, Colin Murray. It was pleasing to see Colin back competing and even more pleasing to hear that his Spad (for F4c competition work) is still progressing.

The other event was held in Aberdeen in early June in rather turbulent conditions, with a good variety of aircraft on show for Team Kennedy to judge. Mick H had some difficulties in recovery from one of his aerobatic manoeuvres with his Citabria Pro, with the model going out of sight not once, but twice. However, the Citabria (and Mick) recovered and lived to fight another day. Best flight of the day was from Bill Grimsley with his Katana which handled the conditions surprisingly

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well. Unfortunately, he couldn't get to grips with the throttle handling on either landing, bringing each flight to a rather untidy end.

All in all, a pleasing start to BMFA events north of the border, which shall continue in 2014.



*Bill Dennis won the Superscale trophy at the Nats with this RE8, powered by a Mills 1.3*



*Richard Moore launching his rubber powered Fokker DR1 - sadly the model didn't perform well enough to flight qualify*

highlights were by Andrew Hewitt. First, his rubber Morane hovered nicely into the wind for another winning flight, while his DH6 remained recalcitrant, on one occasion crashing on the runway and losing a wheel before hobbling off to make quite a reasonable flight, which unfortunately did not score.

*Andrew Hewitt's winning rubber powered Morane Type N*

## Scale Free Flight - BMFA Nationals - Barkston Heath - 24<sup>th</sup> - 26<sup>th</sup> August 2013 Bill Dennis

There was a good entry of thirty. The first evening was initially damp, with light drizzle, so half the entry decided not to fly, even though the forecast was windier for the next day. While this was understandable for the rubber and electric models, the conditions were perfectly acceptable for the power models. Richard Granger put in a good flight with his rather soggy Lacey and Mike Smith made the running in electric with the familiar DH10. There were no new entries in the CO2/electric class and nobody seems inclined to challenge Mike at the moment. In power we were treated to a long and high flight by Terry Aydon's big Avro Avian, with an Oliver Tiger no less, but it was a near-perfect performance by Bill Dennis's RE8 which just about sewed things up in that class.



*Peterborough Club's Gareth Tilston*



*Mike Smith's winning Electric powered DH 10c*



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Tips for next year. Get your model ready early and trimmed, preferably at the May Nats or one of the Area duration meetings. If your engine didn't start, was not sufficiently powerful or your model did not fly, it will not improve itself by sitting in a box until next August.

## Scale RC - BMFA Nationals - Barkston Heath - 24<sup>th</sup> - 26<sup>th</sup> August 2013 Graham Kennedy

The August Nationals are always a challenge for the CD and this year was no exception.

It is always pleasing to see the improvements introduced to widespread approval from competitors and spectators alike. It can safely be said that the much larger frame tent, the shortly mown grass and new information boards

in the pits area added greatly to overall ambience and comfort for the scale competitors. A significant amount of effort was invested in these improvements by Chris, Ian, Andy, Andy and Graham and each aspect shall definitely continue in 2014.



*Jeremy Collins' DH-53  
Humming Bird*

Entry levels in RC were again a little down, however, thanks to the challenging weather on the Saturday and Sunday mornings, it meant that I had a little more flexibility to invest in the schedule. The main challenge, however, is the fact that all the aircraft on the airfield are now significantly larger than when the current flightline layout was determined. Rest assured, we are working behind the scenes on ensuring the same issues do not reoccur next year.



*John Carpenter's  
Comper Swift*

Each of the three classes were keenly contested with very little marks separating the podium places in all classes and the actual positions changing throughout the rounds. This served to increase the excitement and competitive levels amongst all those concerned, which resulted in some superb flying. A number of the places on the podium were filled by less familiar names (to the

podium at least) and I must congratulate Andy Bowman and Dave Charles on their first British

*Dave Toyer receiving the Eric  
Coates' Trophy from Scale Tech  
Committee Chairman Ian  
Pallister.*

Championship success. Of course, Dave Womersley's second championship was no mean feat either considering the names he has chasing at his heels. It was also superb to see Jim McCall graduate from Flying only and finish a very close third in Stand Off with his Spacewalker on it's competition debut.

Despite the obvious troubles at this year's event, I continue to thoroughly enjoy being involved with the scale discipline and



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admire the skills on show. To see the quantum leap in quality of Steve Jackson's Avro 504, to marvel at how quickly John Carpenter put together his Comper Swift to such a high standard in such a short space of time and to see the look of complete shock and emotion in Dave Toyer's face when he was awarded the Eric Coate's Trophy makes it more than worthwhile.



*Dr. Mike Welch's gas turbine powered DH Vampire*

## Scale CL - BMFA Nationals - Barkston Heath - 24<sup>th</sup> - 26<sup>th</sup> August 2013 Bernard Seale

Much of Saturday was taken up with static judging of the Scale C/L models. Flying started on Sunday. Because several of the competitors had commitments elsewhere (mainly officiating and helping with C/L

training, as well as competing at the Carrier Deck circles) flights took place as and when competitors were available. And of course, Bernard was not always there to see every flight. However, he managed to fly twice with his

Chilton DW1, both flights being very steady, including a flap demonstration which did actually change the attitude of the model in the air. He won the Flying Only class in spite of nosing over on landing at the end of both flights and losing

taxi points. Bill Brown from Edinburgh put in a flight with his Dornier Do18 seaplane, taking off from a dolly undercarriage and landing on a reinforced skid to take 3<sup>rd</sup> place in the Flying Only class.

Unfortunately, with no throttle control, some of the flight options

were a little difficult to perform. Second place in this class was taken by Brian Cordwell, flying his Laser Z200 to good effect, with several high scoring options.

In the Scale C/L competition Peter Tribe won again with his Albatros DIII, putting in a second very convincing flight to add to a solid static score. Mike Welch competed with a new model of an Avro York, powered by a quartet of Speed 400 electric motors, and although a little limited on power looked very nice in the air. Mike



*Dr. Mike Welch's electric powered Avro York.*

*Bill Brown's lovely Avro 504K. Bill unfortunately could not record a flight score to add to a respectable static score. In the background is Bernard Seale's Chilton DW1 which won the C/L Scale Flying Only class.*



*Bill Brown's Dornier Do18 seaplane. Bill came 3<sup>rd</sup> in the Scale C/L Flying Only class.*

*Matt Cordwell, showing the underside of his Edge 540, scratch built model with OS 30-FS power.*



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*Brian Cordwell's Lazer 200, powered by a Merco 61, came 2<sup>nd</sup> in Scale C/L Flying Only class.*

took 2<sup>nd</sup> place. In spite of having the highest static score, Bernard Seale could not register a flight score. His Siskin IIIA was a new model, but using components from his previous (crashed) one, and the complicated elevator control linkage proved to be rather stiff. After take-off the wind got under the model, slackened the lines and Bernard was unable to get it back to level flight with the inevitable result. Bill Brown's lovely Avro 504K, only 45 points behind the Siskin's static score, also failed to register a flight score, but thankfully went home in one piece.

It was pleasing to see some other pilots, although not competing, fly at the C/L Scale circle. Dave Holmes was one such pilot, with his AT-6 Harvard, converted to C/L from a Ripmax ARTF kit. Unfortunately a heavy landing pulled out one of his U/C retract units, but he reckons it is repairable. Matthew Cordwell was also present with a nice Edge 540, powered by an OS 30-FS. Mike Welch flew his other model, a gas turbine powered DH Vampire! It sounded very realistic in the air, although apparently there was a slight conflagration at one point!

It was also very pleasing to see Graham Ashby, the editor of RCM&E magazine, come along to the C/L flight-line and take such a keen interest in the C/L scale models and take time to talk to the pilots, helpers and all involved in the organisation of the competitions. He even took several photographs of models and personnel, so we might even get a bit of coverage in what is a mainly R/C magazine. Thank you Graham!

Finally, thanks to the CD, Brian Cordwell, the judges and helpers, without whose help we could not run this class of competition.



*Dave Holmes' AT-6 Harvard ARTF converted to C/L from a Ripmax kit, powered by a Merco 61.*

### **F4c & F4H Team Trials - Church Fenton - 21<sup>st</sup> and 22<sup>nd</sup> September 2013**

**Dave Knott**

The static judging again took place at Brighton Airfield near Selby in West Yorkshire. The weather was very good and although we had the use of a hanger for the models and judging, it was warm enough to leave the hanger doors open. The judges were kept busier this year with the extra F4H class and a lot of the models needed judging for both classes.

While we were not busy getting our models judged we were able to wander round this very friendly airfield and look at the unusual collection of planes and watch the full-size flying. They also have a club house with refreshments and food which we all made use of.

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*The F4C team: Dave Knott with Hurricane, Mick Henderson with DH-9a and Dave Womersley with Chipmunk*

There were no new models for the Team Trials and all of the top eight fliers from the Nationals F4C were competing for places in the F4C team. Unsurprisingly the static results were very similar with Mick Henderson's DH9a top and Dave Womersley's Chipmunk second and Steve Jackson's new Avro 504 third.

Most of the F4C entrants also entered for F4H, but if they qualified in F4C they would not be able to be in the F4H team with the same model.

Mick Reeves entered his second model, an electric powered Spitfire in this class. Alex Kennedy who came a close second in Stand Off at the Nats also entered F4H and came third in static, just behind Dave Toyer and Steve Jackson.

The flying took place on the Sunday at nearby RAF Church Fenton. The weather forecast for the Sunday was even better than that for Saturday. Unfortunately, the Met Office was wrong yet again. As team trials weather goes it was still good with a light but variable wind, but it remained cloudy until we finished. The sun then came out for the team picture. Like at the Nationals we were flying on the runway intersection and like the Nats the wind was at 45 degrees to any runway.

Jim Reeves got the flying started, but did not fly as well as normal for some reason. I was 2<sup>nd</sup> to fly with my Hurricane and all went well, I even remembered to put the flaps down unlike one Nats flight. Steve Jackson's Avro flew well but suddenly dropped on landing causing damage to the undercarriage. Mick Reeves also did not fly as well as normal with a few manoeuvres going a bit wrong.

*Jim Reeves' Electric Bristol MIC*

For a change the weather permitted a second round to be flown at the Trials. The second round scores were generally a bit higher than the first round. Steve Jackson had spent quite a time repairing the Avro, but unfortunately a wheel came off after take off - the collet had not gone back on correctly. I think this model will do well once Steve has had a bit more stick time with it. Dave Womersley's second flight was going really well until the 3 turn spin went a bit wrong. It probably would have been best flight of the day, which went to me in the end.



So after all this we ended up with the F4C team being the top 3 from the Nationals, but in a slightly different order. 1<sup>st</sup> Dave Womersley 2<sup>nd</sup> Dave Knott and 3<sup>rd</sup> Mick Henderson with 2% difference covering the top 3 places. All pretty close.

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The F4H was nearly as close with 4% difference covering the top 3 places. Alex Kennedy put in a good second flight to take top place in F4H with Dave Toyer's Messenger 2<sup>nd</sup> and Richard Crapp's Wessex 3<sup>rd</sup>.

*Steve Jackson's Avro 504K coming in on one wheel.....*



Sadly this may be the last time we will be able to use Church Fenton as it is closing at the end of the year.

## Scale FF - Selby Trophy - Barkston Heath - 6<sup>th</sup> October 2013 Bill Dennis



*Pete McDermott's DH9A looks slightly dishevelled at North Luffenham after its winning flight landed in a bomb crater. It is a big model, with a Webra 2.5cc diesel.*

Six people turned up on a balmy October day at North Luffenham to compete for this trophy which was instigated in 1960 (first winner John O'Donnell!) and competed for in the Northern Area. As might be expected, the names inscribed thereon are mostly Coates, Manley and Simmance because the trophy was lost for thirty years.

All this year's models were diesel-powered and

we flew in a stiffish breeze over a vast area of grass. It wasn't the most memorable set of performances but we got through it, and the cup was won by Pete McDermott with his DH9A. If you haven't seen this model, then it is a masterpiece. You don't often see models of this quality, let alone see them consigned to the air. It is still not fully trimmed out, so the rest of us still have a chance!

### Selby Trophy Results:

Pos	Name	Model	Static	Flight	Total
1	Pete McDermott	DH 9A	921	835	1756
2	Mike Smith	DH 10	822	770	1592
3	Philip Smith	Bird Dog	530	765	1295
4	Mike Kelsey	Se5a	538	720	1258

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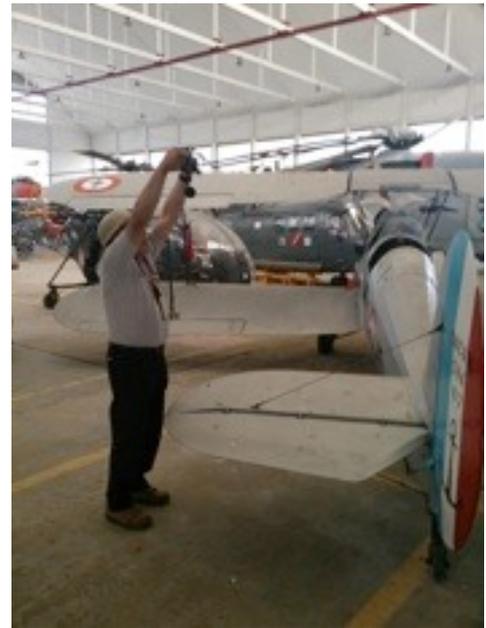
5	Ray Hall	Blackburn B2	644	215	859
6	Bryan Lea	Beaver	593		

## RC Scale - Open International, Rochefort, France - September 2013 Graham Kennedy

In early May, I was invited to judge at an event to be held at a former naval aerodrome near La Rochelle in western France in early September. With no international trip planned for 2013, I knew that this event was likely to hold some interest to the hardy international travellers from the UK as it would also provide an insight to the journey required in 2014 for the F4 World Champs.

Classes were offered for F4c, g, h, and j (the new team scale class) and for this the first year, only the Brits were invited as the French wanted to take a softly, softly approach as regards the organisation and not be overwhelmed. In the end F4c and F4h were the only classes with an entry of note, with 'G' commanding just 3 entries and 'J' receiving none at all.

The journey to and from the locality of the airfield was not too strenuous, apart from being much longer and slower than any of us had anticipated. The real hassle came in trying to find the entrance to the airfield itself. I am sure Alex and Mick H were sick of the sight of the large bridge over the canal which we crossed 5 times trying to find the small and winding track.



*I wonder if anything is living in the cockpit of this Stampe housed in the onsite museum - alas, the aircraft all suffer from the residents birds using them for target practice.*



*Evidence of the conditions in Rochefort - Mick wouldn't often be able to hold his aircraft like this in windy, UK.*

Any doubts over the suitability of the airfield were completely unfounded as the concrete runway turned out to be in much better condition than anticipated with a reasonable crosswind capability as well. Conditions were absolutely superb for most of the weekend with the most frustrating aspect being the 2.5 hour 4 course lunches we had to sit through each day, when the sky was blue and the wind was almost non-existent.

Once again the social aspect was very enjoyable with any language barriers quickly overcome through various gestures and attempts at mixing the two languages. A very lively group meal occurred on the Saturday evening which also allowed us to celebrate Mick H's birthday with a few

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presents being exchanged. I do think the French were rather surprised at how quickly the bottle of malt disappeared though.....

When the results were tabulated, the Brits had performed with great credit and run off with most of the silverware. I also think it is safe to say that there is now a much stronger bond of friendship between the French and British scale modellers for the future. It is the intention to host an open international event in the UK in 2014 - if anyone would like to assist me with the organisation, I would be delighted to hear from you.

### F4c (9 entries)

1 M Hendeson	DH9a	4959.75
2 R Crapp	Wessex	4597.75
3 D Toyer	Messenger	4594.25
4 Y Beub	Fokker DR1	4520.5
5 M Reeves	Strutter	4414.5
6 J Reeves	Bristol M1	4389.5

### F4h (6 entries)

1 M Henderson	DH9	3964.75
2 R Nieto	He 219	3754.25
3 JF Bobo	Mustang	3668.75
4 A Kennedy	Tiger Moth	3396

### F4g (3 entries)

1 R Nieto	Skyraider	4923.25
2 M Reeves	Spitfire	4625
3 Y Beub	Albatros DV	2674



*The useful canopies which provided shelter during the day and for our superb lunches.*

### **Scale CL - Croyden Airport - 6<sup>th</sup> October 2013 Bernard Seale**

Three Kings Aeromodellers Carrier and Scale Day.

Sunday 6<sup>th</sup> October was the date for the final C/L Scale meeting of the year, held on the remaining portion of the old Croydon Airport perimeter track, just off the Purley Way.

Once again, although into autumn, the weather was perfect for C/L flying, being warm with a very slight breeze. Scale results (flying only) were as follows:-

- 1<sup>st</sup>. Peter Tribe. Albatros DIII.
- 2<sup>nd</sup>. Bernard Seale. Chilton DW1.
- 3<sup>rd</sup>. Mike Welch. Lysander.

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Many thanks to the judges, the two Brians, Cordwell and George. Brian George is now starting out in C/L and flew a sport model, as did Brian C and his son, Matt. It was also nice to see Rick Miller, who used to fly at the Marlborough meetings, come along to spectate. Rick is getting back into C/L Scale and we hope to see him more often next year.

### Scale Indoor RC and FF - RAF Shawbury - 27<sup>th</sup>

Oct 2013

Andy Sephton

Earlier this year, John Minchell approached me asking if I would like to hold a BMFA Scale Indoor competition at RAF Shawbury. I wasn't too enthusiastic at first, but John took the bit between the teeth and provided concrete evidence that it would be well supported and got local Club Chairman Gerry York on-side to organise the license and domestics.

On the basis of that, and on learning that the hall was big enough to hold two flightlines separated by a net, how could I refuse!



*Dave Hanks electric FF Wittman Racer*

*Chris Allen presenting Graham Green with the new "Radio Control Model Flyer Trophy" for Scale Indoor RC*



In the event, the 22 flyers who turned up had a great day competing in 5 official and 2 un-official competitions, the highlight being the first competition for the new 'Radio Control Model Flyer Trophy' for Scale Indoor RC.

RC Scale - there were 5 entries each for the two competitions, scratchbuilt models and RTFs. The flying was a bit ragged in the first rounds, but it improved later to produce some rather nice scale flights. Graham Green was a deserved winner in both classes with a Halifax and Tiger Moth respectively.

There were 12 entries in Open Scale split more or less equally between rubber and electric. I didn't notice anything powered by CO<sub>2</sub>, which is a shame. Again, flying improved as the day went on with Graham Banham taking first place with his Piper Tripacer.

There were 6 entries in Peanut for the Modeller's Den Peanut Trophy which was again won by Mike Hadland's Jungmann. He is, of course, a deserved winner, but come on chaps. Surely one of you can build something to give him a run for his money!

As there was only one entry in Pistachio which failed to fly, the event was cancelled. I need some feedback on this, please. Is it a viable event and should we continue to run it - answers on a postcard, please.....

## BMFA Scale Technical Committee Newsletter - December 2013

Bostonian and No-Cal entries were also disappointing. Dave Whitehouse led a field of one in Bostonian and Tim Chant led a field of 2 in No-Cal. Again, are they viable comps in the Scale Indoor world - answers on the same postcard, please.....

Apart from the formal competitions, there was enough going on to keep everyone amused. Several of us spent time trimming Scale Indoor Gliders and at least one junior enjoyed himself flying a Penny Plane model in the smaller of the two halls

All present were unanimous in agreeing to support another event next year. My overriding impression was that it's not often you see 2 Lancasters and a Halifax at any Scale competition, let alone an indoor one.

Thanks go to all the helpers and especially John Minchell and Gerry York for making it happen. Thanks must also go to Alex Whittaker for his very supportive report on the event in RCM&E.



*Graham Green with his winning Halifax and fellow Liverpool club member Eric Strefford with his Lancaster*

### **Scale Indoor RC - Magnum Centre, Irvine - 4<sup>th</sup> December 2013** **Graham Kennedy**

Thursday 4th December saw the first Scale Indoor RC comp to be held north of the border. The excellent facility at the Magnum Centre, Irvine was the venue and some 8 scale flyers flew 3 rounds in good humour and with plenty of good natured banter. Many of the names on the results



*Graham judging Alex, whilst the other Warrix Flying Group members look on...*

list are familiar names from Barkston Heath and the Flying Only class, however, nearly everyone said they were more nervous flying indoors!



*Winner of the event was Robert Steven with his SE5a*

It was commented on more than once that it was the first time many of the participants had tried to fly in a disciplined manner to a schedule and it was actually more difficult than they thought. Graham Kennedy took the role of judge, with the results being as follows:

1st     Robert Steven             SE5a

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2nd John Ferguson Champ  
3rd Jim Currie T28

## Summary of BMFA Scale Rule Changes for 2014

The following is a summary only, please refer to the 2014 rule book for full details of the changes.

- Clarification of the 'Builder of the Model' rule to reflect current practice.
- Revision of the rule concerning the Competitors Declaration to avoid the need for it to be required at the flightline. This also includes deletion of the requirement to make a declaration of non-aerobatic status for R/C classes and deletion of the requirement for details of non listed manoeuvres to be entered on the declaration.
- The first stage of integration of the Rules for Scale R/C Helicopters. There are no changes to the rules which have been transferred from the 2013 issue of the R/C Power Book 2, other than the paragraph numbering. The Judges Guide is also included at this time.
- Introduction of a revised and simplified RC and CL Competitors Declaration (N.B. Available as a download)
- Scale Indoor RC - only take off, landing and touch and go scores reduced for models fitted with gyro stabilisation.
- Replacement of the 'Straight flight at constant altitude' manoeuvre with a 'Straight flight at low speed' manoeuvre for R/C classes
- Change to the 'Sideslip' to make it an 'into wind' manoeuvre.
- Removal of 'winner' limitation for entry to Kit Scale
- Inclusion of Gliders in Kit Scale
- Revision of the Team Trial Selection Process to include F4H.
- Introduction of RC Model Flyer Trophy for Scale Indoor RC

The Following Changes will be made to forms downloadable from the Scale BMFA website:

- Scale FF Declaration includes modifications to the list of notifiable parts.
- Peanut, Pistachio and Kit Scale Scoresheets have been brought into line with the recent rule changes.
- The indoor flight score sheet now includes Kit Scale
- The Peanut and Pistachio Judges Static Score sheets to be replaced in toto.

### Scale Indoor Gliders Andy Sephton

A flying only event for Scale Indoor Free Flight Gliders will be introduced at the 2014 Scale Indoor Nationals. I've attached provisional rules below. The philosophy of the event will be to see what is achievable in this new class and to that end, the rules have been made as open as possible. Competitors are encouraged to innovate.

Please note that these rules are applicable only to the Glider Flying Only event; Kit Scale gliders will be judged to Kit Scale Rules.

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## *Scale Indoor Free Flight Gliders - Flying Only - Provisional Rules*

### **Introduction:**

*The class has been introduced as an experiment to determine whether a Scale Indoor Free Flight Glider class is practicable as a BMFA national event. To that end, rules have been minimised to encourage innovation and judges will be given appropriate discretion.*

### **Rules:**

*Models must be clearly recognisable as a reproduction of a heavier than air man carrying aircraft.*

*Models must weigh less than 200 gm and have a wing loading of less than 15 gm/sq dm.*

*Models may be launched in any manner appropriate for a glider.*

*No part of the model glider may be controlled remotely after the model glider is released for take off.*

*There is no minimum flight time.*



*Mike Hadland about to release Andy Sephton's Veron Slingsby Prefect at Shawbury in October.*

*A single helper is permitted to assist with the launch of the model.*

*Models will be judged in flight under the following headings (K factors are in brackets):*

- Take off and climb (15)*
- Tow release (12)*
- Descent and landing approach (19)*
- Quality of landing (17)*
- Realism in flight (37)*

*Each competitor should be given the opportunity to make a minimum of four flights.*

*The highest flight score will decide the final order of merit.*

## **Event News**

### **BMFA North West Area Indoor Free Flight Gala - 22th February 2014**

Manchester Velodrome M11 4DQ

9am to 6pm, Indoor Duration competition classes for F1D, F1L, F1M, Limited Penny Plane, No Cal and Legal Eagle. Scale Classes for Open Scale Flying Only (Rubber, CO2/Electric and/or Kit Scale models), Pistachio and Peanut.

Contact David Whitehouse for Duration (01942 897816 or [whitehousej david@googlemail.com](mailto:whitehousej david@googlemail.com))

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and/or Andy Sephton for Scale ( [andrewjsephton@gmail.com](mailto:andrewjsephton@gmail.com) or 07872 625279)

## **BMFA SCALE INDOOR NATIONAL CHAMPIONSHIPS - Saturday 12<sup>th</sup> April and Sunday 13<sup>th</sup> April 2014**

Nottingham University Sports Centre, University Park, Nottingham. (nearest postcode NG7 2RJ)

The 2014 BMFA Scale Indoor National Championships will again be held at Nottingham University Sports Centre, but this year the event will run over two days and a further three competition classes will be introduced.

Official events will include free flight competitions for Open Rubber, CO2/Electric, Peanut, Pistachio, Kit Scale and the newly introduced Glider class. There will also be official events for new classes : Scale RC and Scale RC Flying Only. The latter event is open to RTF scale models so there's no excuse not to join in! Contact the organiser for more information on the Glider class and for the others, please refer to the 2014 BMFA Scale Rule Book which will be published on the BMFA website ([www.bmfa.org](http://www.bmfa.org)) in January 2014. All the official events are pre-entry only by Friday 4<sup>th</sup> April 2014. Contact the organiser or refer to the BMFA Scale Technical Committee website ([www.scalebmfa.co.uk](http://www.scalebmfa.co.uk)) for details and an application form.

Unofficial competitions will be held for Air Race, Mass Launch and Bostonian throughout the weekend - these are free entry to competitors and fun flyers.

A raffle will be held on the Sunday for aviation and modelling related goodies.

Both RC and Free Flight Fun flying will take place all day in a second hall, but please no shock flyers or large helicopters. Slot times may apply depending on numbers attending.

Both halls are overlooked by a viewing gallery with a café bar and Indoor Model Suppliers (including SAMS) on-hand.

Doors open at 09.30 am and will close at 10.00 pm on the Saturday and 6.00 pm on the Sunday. Competition flying will commence at 10.00 am on both days.

Spectators: £6.00 per day or £10.00 for a two day ticket

Fun Flyers: £12.00 per day or £20.00 for a two day ticket.

Competition entry (pre-entry only by Friday 4<sup>th</sup> April 2014): £20 registration fee, £3.50 per class.

Accompanied children and those under 18 years: free

### **STOP PRESS**

**Scale Indoor RC News from Graham Kennedy:** The momentum and interest in the RC Scale Indoor has now spread to Scotland and two events shall be held over the winter months. Warrix Flying Group shall host the first on Thursday 5<sup>th</sup> December at the Magnum Leisure Centre, Irvine from 7pm. (This event has now taken



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place, see earlier report) The second date shall be published early in the new year.

The hall being used is the site of their former ice rink (see photo), which is now mainly used by dog clubs at the weekend. It is intended to hold just one class for all models, however, if enough scratch build models turn up, then we shall split out the RTF models. If you have any interest in attending, then please contact Graham on [grhmkennedy@gmail.com](mailto:grhmkennedy@gmail.com)

### BMFA Scale Competition Dates for 2014

The list is provisional, see website and/or contact CD for more details.

No dual entries will be allowed at any of the Sunday RC Scale competitions this year.

Merryfield now requires names and car registration to Dave Knott 10 Days in advance.

VENUE	CD
22 <sup>nd</sup> February, Manchester Velodrome Indoor FF	Andy Sephton
23 <sup>rd</sup> March TBC, Osbournby F/O	TBC
30 <sup>th</sup> March, Bushfield, Peterborough Indoor FF and RC	Andy Sephton
6 <sup>th</sup> April TBC, Pontefract F/O	Gordon Warburton
12 <sup>th</sup> /13 <sup>th</sup> April, Scale Indoor Nationals. Notts Uni Sports Centre Indoor FF and RC	Andy Sephton
27 <sup>th</sup> April, Druids RFC, Rolleston F/O	Dave Knott
11 <sup>th</sup> May, Warrix (Troon) F/O	Graham Kennedy
11 <sup>th</sup> or 18 <sup>th</sup> May TBC, Southern Venue F/O	Dave Knott
25 <sup>th</sup> or 31 <sup>st</sup> May, Northern Venue TBC F/O & RC	Gordon Warburton TBC
24 <sup>th</sup> - 26 <sup>th</sup> May, FF Nationals Barkston Heath F/F	Bill Dennis
7 <sup>th</sup> June, TBC, Team Training at Barkston R/C and F/O	Dave Knott/Gordon Warburton TBC
8 <sup>th</sup> June , Barkston Heath TBC RC Scale Ripmax Trophy & F/O	
22 <sup>nd</sup> June, Merryfield F/O	Dave Knott/Martin Fardell/Gordon Warburton TBC
22 <sup>nd</sup> June, Aberdeen F/O	
6 <sup>th</sup> July TBC, Warboy RC & F/O	Dave Knott
18 <sup>th</sup> – 26 <sup>th</sup> July, World Championships F4C F4H Marmande France	
10 <sup>th</sup> August TBC, Osbournby F/O	TBC
23 <sup>rd</sup> -25 <sup>th</sup> Aug Nationals, Barkston Heath F4C & F/O & S/O, FF and CL	Graham Kennedy (RC) Brian Cordwell (CL) Bill Dennis (FF)
7 <sup>th</sup> September, Merryfield F/O	Dave Knott/Martin Fardell/Gordon Warburton TBC
20 <sup>th</sup> /21 <sup>st</sup> September, International TBC F4C, F4H	Graham Kennedy