



## Editorial

Andy Sephton



Welcome to the second BMFA Scale Technical Committee Newsletter for 2014. First of all, I'd like to give a personal congratulations to our Scale teams following their successful World Championships in France.

I'd also like to publicly thank the team managers for their sterling work:

Steve Kessel and his assistant Neil Tidey. Steve has written a full report on the meeting, so I'll leave it to him to give you the details.

Congratulations are also due to our Scale Technical Committee Chairman, Ian Pallister who has taken over as Vice Chairman of the BMFA.

While Ian also remains as Chair of the STC, there have been two changes in the membership. Dave Knott has decided not to stand for re-election this year and his place on the Committee has been taken by Robin Gowler. Dave's resignation has left two holes, that of RC Scale event organiser and provider of picture prizes for our contests. Your views as to how we should progress in respect of prizes at our contests would be appreciated. Should we continue with the pictures and if not, what should we replace them with? We also need a volunteer to run the non-Nationals Scale RC events in 2015. The job-spec includes booking the events, coordinating judges and officials and collating and reporting results. If you would like to volunteer or if you would like more information, please get in touch.

We have a new helicopter representative in Dennis Stretton - I'll be asking him for a bio and introduction for the next Newsletter.

I'm pleased to announce that volunteers have come forward to take over Scale Indoor organisation as of May next year. Please welcome John Minchell and Graham Banham who will be jointly running Scale Indoor events for the BMFA. I'll be remaining on the BMFA Scale Technical Committee as Indoor Rep until end April 2015 and as PRO until November 2015. I'll be asking John and Graham for their introductory bios too.

Within the Newsletter pages are reports from the events held since the last Newsletter. news of changes to the BMFA Scale Rules for 2015 and the programme of events so far. There's an entry form and flyer for the Scale Indoor Free Flight Nationals that will be held in Wolverhampton on 19<sup>th</sup> April 2015 - note the change of venue. In the Stop Press, there's a statement from the Scale Technical Committee Chairman on the use of gyros and on-board assistance, including telemetry, in UK Scale competition.

The recent BMFA dinner showed a distinct lack of support from the Scale Fraternity. I understand there were only two of our winners attending out of a possible ten! Had our F4H team not been there to have their medals re-presented Scale would have been almost invisible. That's a pretty disappointing show chaps....lets try to do better next year!

...and finally, the hat in the picture (right) was left in the Scale tent at the August Nats - contact me, Andy Sephton, if it belongs to you and you'd like to retrieve it. If you can think of a good caption for the picture, taken by Chris Allen, let me know and I'll publish the best in the next Newsletter. Here's a couple to start the ball rolling:



*".....I never did like foam models...."*

*"He was so taken aback that the colour drained from his face"*

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## FAI 2014 F4C and F4H World Championships

(Steve Kessel)

The 2014 Scale World Championships were held in July at the Aerodrome Marmande-Virazelle, a civilian airfield in south-eastern France. Teams from 16 countries took part with 39 individual competitors in F4C and 25 in F4H. The British Team consisted of Dave Womersley, Dave Knott and Mick Henderson for F4C and Alex Kennedy, Dave Toyer and Richard Crapp for F4H. Steve Kessel was Team Manager and Neil Tidey the Assistant Manager. John Carpenter and Tony Peak came along as supporters. Our team showed their metal by bringing home the Team Silver in F4H and finishing fourth in the F4C Team Competition. Individually, we had two in the top ten of both competitions and Dave Toyer achieved the top static mark in F4H with his Miles Messenger. All told, a result that we can be very proud of and a good foundation for more success in the future.



*La Patrouille de France doing what they do best  
(Brings back memories for me as I used to live close to their base in  
Provence - happy days! Ed)*

Preparation and display of the models took place in a large marquee (approx. 15m x 80m) where spectators were able to view the models set out on four rows of tables; a feast for the eyes of scale enthusiasts. The variety of models was interesting, ranging from biplanes to gas turbines, large models only just within the 15kg limit to a tiny 1.35m /2.1kg Bucker Jungman and models that were clearly in contention for top



*Alex and Graham Kennedy with the former's Tiger Moth*

static marks to those you might see at the local club field.

The competition started with static judging which was conducted in an open fronted hangar with other competitors and spectators able to observe from a distance. The standard and style of the competitors' documents varied enormously, as indeed it does in our domestic competitions. Our team members' scores were broadly what we expected and close to our team trial scores.

The pleasing result

for the UK was that Dave Toyer achieved

the top score in F4H with 1314 points for his Miles Messenger; Alex Kennedy's Tiger Moth was 6<sup>th</sup> with 1245 points and Richard Crapp's Westland Wessex 8<sup>th</sup> with 1231.5 points. In F4C Mick Henderson's DH9a was 9<sup>th</sup> with 2628.75 points, Dave Womersley's Chipmunk was 10<sup>th</sup> with 2598.75 points and Dave Knott's Hurricane was 14<sup>th</sup> with 2526 points. The top static mark in F4C went to David Law of Australia with 2807.25 points for his Pitts Special.



*Richard Crapp holding his Westland Wessex for the Judges.*



*Dave Womersley's Chipmunk*

The most controversial aspect of the championships was the static score awarded to Vitaly Robertus for his Yak-130. This is an incredibly detailed model but the judges were not satisfied that he had made the entire model and so downgraded his static score. This changed his position for static from 3<sup>rd</sup> to 13<sup>th</sup>. Not surprisingly the Russians made a protest, which the jury rejected and as a result all the Russian Team decided to withdraw from the

competition.

The championships were blessed with good weather for the most part, although the wind direction was variable. This caused problems for many competitors because the location of the flight lines at each end the single runway gave restricted scope for taking off and landing into wind when the wind was not straight down the runway. At the end of the first round we had Dave Knott lying 6<sup>th</sup> overall in F4C and Dave Toyer and Richard Crapp (despite having an engine cut) in the top ten of F4H. At this point we were lying 2<sup>nd</sup> and 3<sup>rd</sup> respectively in the F4H and F4C team



*Mick Henderson with DH-9a*



*Dave Knott's Hurricane*

competitions.

After round 2 we still held second place in F4H but had slipped to 4<sup>th</sup> in F4C. Individually, Alex Kennedy improved his position and Dave Knott was 7<sup>th</sup> in F4C. Richard Crapp suffered from another engine cut and Dave Womersley fell foul of some questionable judging of his take-off.

In the final round

Richard Crapp

achieved his best flight score despite yet another engine cut. Mick Henderson was hampered by a crosswind as per his first flight but in general flew better. Dave Womersley put in his best flight of the competition and Dave Toyer, Dave Knott and Alex Kennedy consolidated their positions.



*Dave Toyer's Miles Messenger*

## FAI 2014 F4C and F4H World Championships

(Neil Tidey)



*F4H team look justifiably pleased with their Silver Medals!  
Alex Kennedy, Neil Tidey (Manager), Richard Crapp and Dave Toyer*

British success at FAI Scale World Championships, Marmande France.

The World Championships saw the introduction of the new F4h championship. This has the same flying schedule as F4c but with more emphasis on the flying element. The F4h team of Richard Crapp, Dave Toyer and Alex Kennedy achieved Silver medal position, a great achievement.

The F4c team of Dave Knott, Dave Womersley and Mick Henderson achieved 4th position. With very strong competition for the individual event, the team concentrated on the team event.

For the first time the championship was won with a jet powered aircraft. Frenchman Marc Levy flying his Fouga Magister beat 5 times champion Antreas Luthi's Bucker Jungmeister into second place. David Law from Australia flying his Pitts S2 placed 3rd.

## BMFA Scale Technical Committee Newsletter - December 2014

The highlight of the public show on the final Saturday was the display by the Patrouille de France (the French Red Arrows). A Banquet was held for over 300 diners including the 66 competitors from 16 countries 19 judges and jury and supporters. The Patrouille pilots and mechanics joined the festivities.

The FAI Scale World Championships is probably the largest event in the FAI model calendar. Congratulations to the French organisers for a magnificent event and thanks to the sponsors and paying public for making the event viable.



*Dave Womersley (Chipmunk), Richard Crapp (Westland Wessex), Dave Toyer (Miles Messenger), Neil Tidy (Assistant Team Manager), Alex Kennedy (Tiger Moth), Steve Kessel (Team Manager), Dave Knott (Hurricane Mk1), Mick Henderson (DH-9a)*

### **BMFA Scale Nationals, RAF Barkston Heath, 23<sup>rd</sup> - 25<sup>th</sup> August 2014**

#### **A Report by the CD Chris Allen**

My first visit to the Nats was back in the 60's when it was held at Hulavington and I joined a bus load of fellow Lee Bees Club members. I have since been to most of them, particularly since I was encouraged to start judging scale by the late great Eric Coates who was my club Chairman, but despite the passing of all those years this was my first attempt as CD. How did this happen ? On 24<sup>th</sup> May this year Graham Kennedy advised the STC that in view of his increased workload after having taken over as CIAM Scale Sub-Committee Chairman, he would not be able to continue as Nats Scale CD after this Year. I offered to take over as Scale CD but advised that a replacement judge would be required, subsequently Graham and I agreed to swap jobs.



*Dave Charles Flying Only winning Spitfire Mk IX*

Around the beginning of July, I was made aware that the airfield map had changed and the most significant changes were that the Showline and Pylon had swapped ends on the main runway and

the trade area had been moved. Realising that we now had more space I submitted a revised scale R/C flight line layout diagram to the Nats Organiser.

There was one other change this year, which was that because the STC has taken over Scale Helicopters, I had the additional responsibility of managing the Scale Heli event. As it transpired this became a non-event, because after the 14<sup>th</sup> August deadline for receipt of competitors entries and having only one entry for Scale Helicopter, I had no other option but to cancel it. Around this time I started praying for good weather!



*David Fisher's Stinson Reliant SR9c*

Access to the flight line on the Friday afternoon and evening was a bonus as were those few competitors who helped out with everything from picking up grass cuttings to shifting tables. You know who you are, thank you!

Aware of the grim weather forecast for Bank Holiday Monday, at 0830 on Saturday I briefed the competitors that they should prepare for a two day event and that the R/C flying order for Sunday would be in reverse order of merit.

Saturday was the first test of the new layout which worked very well although I would be lying if I said that there were no problems. There were also some complaints that it was a long way to go for a bacon butty or a hot drink!

Although there was no race on at the time, I was advised that in the afternoon, a "large brown biplane" had encroached into the Pylon racing airspace and over flown the most westerly pylon.

In the evening Free Flight session, there was one unfortunate incident where a model struck a spectator. The lady suffered cuts to a hand and her head, however after first aid and then hospital treatment her enthusiasm was not diminished and she was back on Sunday. There were also problems with some of the evening 'fun flyers' who seemed to think that the Scale Free Flight competition was an extension of the fun flying area.



*Pete Fullard's Westland Wyvern*

Whilst taking Biggles for his Sunday early morning walk, I paced out the distance from the 1000ft marker boards on both sides of the main runway to the nearest pylon and found it to be approximately 100 yds. This indicated that any R/C scale model not already turning at the 1000ft marker would be likely to overfly the pylon. I installed a flagman at the 1000ft marker and the overflying stopped. Like it or lump it we will always have restrictions on airspace at the Nats and the use of the flagman will be written into the rules for next year.



*John Carpenter's Comper Swift  
(a personal favourite, Ed)*

With much tighter crowd control, the Sunday evening Free Flight session suffered none of the Saturday problems, although the start was delayed because both Pylon and Heli competition flying overran the 1800 hr deadline.

From my point of view, Saturday and Sunday seemed to pass very quickly with reasonable weather (for Barkston) and two rounds of all three R/C classes and two Free Flight evening sessions successfully completed.

Monday was different, a CD's nightmare! With the weather conditions as forecast, in order to make the best of the deteriorating weather, I decided to commence flying with the numerically smallest class (Stand-Off) and if the weather held, to follow with Flying Only and if possible finishing with F4C. Several competitors decided not to fly, and despite the increasing wind speed and the rain showers becoming heavier and more frequent, the third rounds for Stand-Off and Flying Only were completed. Although I was advised that most of the F4C competitors were unwilling to fly the third round, I had already concluded that because of the steadily rising wind speed and longer periods of rain causing poor visibility, the conditions were not conducive to fair competition and it was unlikely that the round could be completed.

### Lessons learned

- Start planning earlier – ‘sound out’ potential judges and helpers.
- Ensure a loud hailer is on the ‘equipment list’.
- Provision of a fairly tall (3m min) highly visible marker/flag post – 30m from the corner of the roped-off crosswind approach area.
- Develop the concept of the airspace boundary warning flag procedure and include it in the rules.
- Consider the need for R/C failsafe checks before each flight.
- Improve the control of ‘fun flyers’ (including 2.4GHz) during the Free Flight competition

Overall I considered the 2014 Scale Nats to have been a success and my thanks go to all those who helped make it so. Congratulations to those who made it to the podium and commiserations to those who didn't. What could we do to make it better next year? Apart from addressing the lessons learned, maybe with the help of some volunteers we could overcome the problem of having to walk half a mile to get a hot drink and a bacon butty!



*(Ed: Thanks to Bob Fletcher for Nats pictures)*

*Tim Ruck's DH Mosquito B Mk 4*

**BMFA Scale Nationals, RAF Barkston Heath,  
23<sup>rd</sup> - 25<sup>th</sup> August 2014  
Control Line**

**(Brian Cordwell)**

This year's Nationals was without doubt one of the best we have had. The circle was all organized with a cage to stop people just wandering through; a big thank you to Jo Halman for getting that organized for us.

The weather was fine and dry, with very little wind from Saturday afternoon through to the end of Sunday. Thankfully all flying was completed by the end of Sunday, thus avoiding Monday's rain. There was a total of six entries for the full C/L Scale and three for Flying Only. Come on, we need more for the latter class, and you don't need to produce extensive documentation.



Static judging took place on Saturday and flying in both classes took place on Sunday. There were two untried models, having only just been completed in the days before the Nationals. Bernard Seale's Miles M38 Messenger came first in static, but throttling was a problem, so he decided to take the model home in one piece and sort it out properly. Matthew Cordwell's SE5A fared better. After a slightly hairy test flight with an inset rudder reducing line tension, Matthew went on to make two good competition flights. Unfortunately he could not complete the taxi at the end of the

second flight or take a third flight due to a damaged wheel. Matthew finished in third position.

The first person to fly was Ronnie Tribe with his beautifully turned out twin EDF powered Messerschmitt Me 262 A1A. This model flies as if on rails, and Ronnie really has got EDF taped for C/L. Unfortunately he was only able to make one flight before having to leave. Peter Tribe took a short test flight with his all-yellow Jungmeister to sort his engine out, and then his three



*CL Scale Flight Judges Brian George  
and Richard Hollier*



## BMFA Scale Technical Committee Newsletter - December 2014

competition flights were all very competent and improving one after the other. Peter took second place. Past National Champion Mike Chapman entered again after a break of a few years, and with steadily improving flights with his Mitsubishi A6M Zero once again took first place. Mike Welch took time off from his Carrier duties and once again flew his electric powered Avro York, and managed two flights after long take-off runs.

Of the three entries in the Flying Only class, Bernard Seale was the only one to fly his Chilton DW1. One other competitor was unable to get his motor started and the third was a no show. We hope to get more entries in this class next year.

Our thanks go to all helpers, judges and especially Jo Halman and her helpers who erected our flight cage.



*Chris Chapman's rubber powered Spiteful*

### **BMFA Scale Nationals, RAF Barkston Heath, 23<sup>rd</sup> - 25<sup>th</sup> August 2014 Free Flight (Bill Dennis)**

After a few poor years, we were blessed with two perfect sessions, sandwiched between days of wind and rain. The habitual large crowd turned up to watch proceedings and were rewarded with some good flights along with the usual dramas and occasional crash. Safety becomes a concern but the spectators are cooperative, even when it means they are not as close to the action as they might wish.

Proceedings on the first evening were marred by the incursions of the so-called 'fly for free flight fun' brigade, and on the second by overrunning of some distant RC events. Quite why a pylon race still being in the air a quarter of a mile away on a calm evening is an unacceptable risk, while people are chucking untrimmed Tomboys at each other without restraint is a mystery to me. I gather from a source that when the volunteer stewards did turn up the following evening, they were abused.

Of the three classes flown, rubber is generating the most competition and indeed is attracting interest from other disciplines. Not, as might be expected RC scale, but FF duration. Ivan Taylor is a F1B (Wakefield) flier who has taken up rubber scale in a big way, putting his trimming expertise to very good use. His big SE5 flew almost perfectly, scoring several 10s, but he is now concentrating on getting to grips with the static requirement.

CO2/electric was won by Derek Knight with his unusual Supermarine, which had the solid look and finish of a static model. This class badly needs shaking up and is wide open for more competition. I can't help feeling that the ideal model size would be



*Mike Kelsey and his FF Power  
Nieuport 21*

something in between the extremes we see, at around 36". Perhaps the obstacle is the requirement for a safety cutout above a certain weight, which may have been set too low. It certainly seems to have proved a technical obstacle. I gather the STC were going to look at this but I have heard nothing. (see below, Ed)



*Richard Granger winding his 40" Rubber Powered Lacey M-10*

Power was won by Bill Dennis' RE8 for the third successive year (and it will now be retired) with some slow and realistic flights. This is another class that has gone stale and needs somebody to mount a challenge to the usual suspects.



*I couldn't resist including a perfect launch and follow through demo by Paul Briggs with his rubber powered Albatros - note the wind sock in the background.*

*Ed: I've been trying to find a different way of defining the size of FF electric models that are exempt from the safety devices. It's currently done on weight, I believe a better way would be to define a maximum engine power, but the stumbling block has been where to draw the line and how to draw it.*

*Clearly we need to define a way of cutting the larger motors when the model lands or crashes so as to protect casual observers. I'd be grateful for any comments or suggestions, my contact details are on page one.*

*Andy Sephton*

## **RC Flying Only at Pontefract - 3<sup>rd</sup> August 2014**

**Ian Pallister**

This event was arranged at relatively short notice after so many of the early planned comps were lost to the weather and we are grateful to the local PANDAS club for giving up their field once again. Indeed, they had prepared an excellent mown strip for us and it was a nice sunny day – better than the forecast. There was a brisk south westerly which required an adjustment to the judges' line and a far from ideal take-off direction towards the bushes but it was perfectly flyable. The new club facilities including their own portaloos were also much appreciated!

Being the first weekend after the World Championships we did not expect to see any of the team members but the entry of just 5 who were prepared to fly was very disappointing. I was there to judge with Geoff Brown but as I had a model in the car, Andy Bowman kindly stepped into the chair to allow me to make up the numbers. That we came first and second respectively, both with Piper Cubs, was pure coincidence! Actually, the results were pretty close with everyone except Andy having one good and one not so good flight, proving there's no substitute for consistency in

## BMFA Scale Technical Committee Newsletter - December 2014

Flying Only when both rounds count. Jim Reeves was a close 3<sup>rd</sup> with the Bristol and Mick's Strutter only 10 points behind. The only casualty of the day was Steve Jackson's 504 which broke the undercart on landing after a brave fight with the conditions. Terry Manley sensibly decided to sit out the second round as his Sprat did struggle in the wind.

Poor Gordon who was CD spent most of the day feeling unwell in his car but happily he was back to his normal self by the Nationals. Once again the Club stepped up to the plate and kept us all on our toes. Overall, a good day was had by those who made the effort!

### Three Kings Aeromodellers, Carrier and Scale, 7<sup>th</sup> September, 2014.

#### Bernard Scale

The weather for this event was perfect for C/L flying of any sort, with virtually no wind. Although the morning was overcast, there was no sun to get in the eyes of the pilots. Both Scale (Flying Only) and Carrier saw a decent number of entries, although we could do with more next year. Non-attendees missed a brilliant day.

In Scale, the Tribe brothers, Peter and Ronnie, were present as was myself, also John Phillipps was to try his hand. After my throttling problems with the Miles M38 Messenger at the Nationals a fortnight earlier, I thought I had solved the problem, but not so! However, a little more adjustment did solve the problem, and the Messenger lifted off for a practice maiden flight. I think this is the best scale model that I have built and flown. It was rock steady in the air with the correct 'sit'. The flaps made a noticeable difference, giving a definite nose-down attitude. More practice with use of the elevator should enable slower, steeper landing approaches to be made in the future, although I was not going to risk it this time, being happy with a rolling landing. Then to my first competition flight it started off well enough with the first few options, and then it seemed a little bit unstable, although it still came in for a nice landing. I then cut the engine, forgetting that I had nominated a taxi at the end of the flight as one of the options! Ah well! I was getting ready for a second flight, and then noticed that the under-wing line guide had pulled out. No wonder she had become a little unstable! But overall I was well pleased with the model.



*Bernard with his CL Chiltern at the August Nats*

Ronnie Tribe flew his Me 262 EDF jet in his usual smooth style to good effect to take second place. He also flew his electric powered Junkers J1. This model has an engine audio system fitted, which is very realistic.

Peter Tribe put in a couple of very good flights with his Jungmeister to take top spot in Scale.

The Carrier circle was also busy all day, and even I had a go with my venerable Grumman Guardian, with my second flight actually landing on the deck! At this time I don't know the Carrier results, although Peter Tribe with his electric powered Meteor looked to be very much in contention.

We all agreed that it had been a wonderful day, and many thanks go to the weather, overall CD Andy Housden, scale judges Matt Cordwell and Brian George, and to all competitors and helpers, without whom the event would not have taken place. Here's looking forward to next year's event.

### **Scale Free Flight - Selby Trophy, RAF North Luffenham, 7<sup>th</sup> September 2014**

**Bill Dennis**



There are 70 people on the FF mailing list. Four turned up to contest the famous Selby Trophy at North Luffenham in mid-September in slightly breezy conditions. This trophy dates back to the early sixties, initially being a Concours event (first won by a certain John O'Donnell) but it spent nigh on thirty years languishing in a cardboard box somewhere before being discovered. This time it was won by Mike Smith with his much-lightened and re-engined Sopwith Cuckoo, followed by Ivan Taylor with another of his rubber models, a double-size KK Mustang

*Andrew Hewitt is having a lot of success with his much-enlarged Veron Fokker D8*

### **BMFA Scale Indoor RC Nationals, RAF Shawbury, 19<sup>th</sup> October 2014**

**Andy Sephton**

Having been postponed from April, the inaugural BMFA Scale Indoor RC Nationals were held at RAF Shawbury in October.

I'm going to start with the thank you's first as I am greatly indebted to all of the helpers who make such events possible. They were, of course, numerous, but here's a few who deserve a special mention:

- ~ Chris Allen for judging and giving technical support.
- ~ John Minchell for organising the site and giving general support on the day.
- ~ Gordon Warburton for creating score sheets and certificates, scoring on the day and collating results.
- ~ Ken Sheppard for publicity and sponsorship - more of that later.
- ~ Derek Knight, Ian Pallister, Ian Melville, and Phil Kent - judges.
- ~ Pete Thompson and Ray Thompson - timing and general helpers.



The entry level of only four for the main RC event for the RC Model Flyer Trophy was disappointing. However, we did have eight entries for the RC flying only, five for FF Open Scale, four for FF Glider and three in Peanut for

*BMFA Vice Chairman and BMFA Scale Technical Committee Chairman Ian Pallister with Flying Only winning Veron Tiger Moth.....built by his son, Ben.*

## BMFA Scale Technical Committee Newsletter - December 2014

the Modellers Den Trophy. However, from my point of view, the event was a success as we had a good day's flying, we covered costs, all who attended had a great time and most attendees left with a smile on their faces and promised to turn up next time.

The site is a converted hangar. Inside it's split into two parts separated by netting, so we could safely run two flight lines - one for RC, Open Scale and Glider and one for Peanut. The hangar is located outside the main security fence at RAF Shawbury which makes access simple and with good road communications it becomes an ideal site for the event.



*SAM 35 Chairman Ian Lever with Veron Tiger Moth*

Now, the entries may have been low, but in contrast the standard of the models was excellent. Graham Smith was a deserved winner of the RC Model Flyer Trophy with his Voisin biplane. As well as scoring high statically, the model flies at less than walking pace and looks quite superb in the air. Peter Smart managed a good second with his BE2, followed by Eric Strefford and Chris Fouweather each with Lancasters. Bear in mind that all the models at the event had to weigh less than 200gm (about 7oz) and the skill of the modeller to achieve this can be fully appreciated.



*CIAM Scale Sub-Committee Chairman Graham Kennedy with Electric RC Albatros*

Except for Ian Pallister's Veron Tiger Moth, all the models in the Flying Only competition appeared to be all ARTFs. There were two further Tiger Moths, two Spacewalkers, a Trojan, an Albatros and a Fokker Triplane. All were flown with varying degrees of skill by the participants but Ian came up trumps with some superb flying to win the event. Second place went to Alan Glover with another Tiger and third to Graham Kennedy with an Albatros.

Open Scale was hotly contested with the usual contestants exercising the usual models - It was nice to see some trimmed models flying for a change. Peter Fardell was a deserved winner with his tried and tested Fairchild. Second and third places were closely fought and eventually awarded to Tim Horne with his Misty Racer and Mike Hadland with his Stampe.

Traditionally, the winner of Peanut at this event has been awarded the retired BMFA Peanut Trophy originally donated by The Modellers Den and this event was no exception. Mike Hadland took it home again with his much campaigned Bucker Jungmann. Dave Crompton gained second place with his P51 and Tim Horne third with his Hergt Monoplane.

I decided to add two unofficial events to the programme, FF Glider and No-Cal scale. The latter turned out to be a non-starter as there were no entries. I think we'll leave it to the duration boys for future competitions! On the other hand, glider gained four entries, which is not bad for a new



*Flight Judges Ian Melville and Chris Allen watching Chris Fouweather's Lancaster*



*Mike Hadland demonstrating the size of his next Peanut model to Peter Smart and Derek Knight*

competition. Under the rules we have that encourages innovation, the glider class appears to be progressing well. Pete Smart and I even tried an RC aerotow with my very old Kyosho Citabria acting as a tug. The first attempt worked well, but subsequent ones weren't so successful. I intend to hold another event at the Scale Indoor Nats in April, so let's see how/where we go from here.

So, here's to the next time and hopefully we'll have more entries. It's hard to tell whether it was the cost, cancelled meeting in April, the venue or something else. Either way, it'll be up to my successors to sort it!

## **Scale FF, North Luffenham, 10<sup>th</sup> November 2014**

**Bill Dennis**



*Ivan Taylor checks out his twice-size KK Fw190. All of Ivan's models are mylar-covered and painted with acrylic. Crash-proof prop blades are attached with short lengths of trimmer nylon.*

We have very good relations with the duration fraternity and we were invited to fly again at North Luffenham in October, so we publicised a low-key Outdoor Kit Scale competition to try out the rules again. Four people once more, but an enjoyable time was had in glorious conditions. Andrew Hewitt won again with remarkable consistency from his double size Veron Fokker D8. However, Ivan Taylor (Auster Arrow), George Foster (Comper Swift) and Martin Pike (Widgeon) demonstrated that the smaller model can be competitive.

A collision between Martin's model and a mylar streamer (the perils of flying with duration!) has resulted in the inclusion of a ten second attempt rule.



*George Foster looks justifiably pleased with his Veron Comper Swift at North Luffenham in Kit Scale*



*Martin Pike seen with his West  
Wings Widgeon in Kit Scale*

#### NEXT YEAR

The first outdoor meeting for FF scale modellers will be the May Nationals. Details will be finalised nearer the time but the events will be:

Saturday: Outdoor Rubber Kit Scale (Precision, 30 seconds target)

Aeromodeller / Model Aircraft designs (Flying only)

Sunday Open scale flying only (all classes combined)

**I shall be looking for volunteers to run one of the two flying only events**

*Bill Dennis' latest – a Hannover CLII*



### Changes to BMFA Scale Rules for 2015

The following BMFA Scale rule changes have been agreed by the BMFA Scale Technical Committee.

6.1.1.1 - The use of the word 'prototype' to refer to the subject full size aircraft has been discontinued and replaced with 'subject aircraft' or 'subject'. N.B these changes are NOT marked with a sidebar.

6.1.1.2 - Addition of explanation regarding differences between BMFA and FAI rules.

6.1.1.13 - Exclusion of helicopters from noise checks.

6.1.1.17 - Addition of rules for substitution of scale helicopter rotor blades and the use of metal rotor blades.

6.1.1.20 – Revision of statement on 'gyros' to include helicopters.

6.1.1.21 - Statement on allowed telemetry.

## BMFA Scale Technical Committee Newsletter - December 2014

- 6.1.2.2 - Clarification of the rule defining the minimum size of photographs used for proof of outline.
- 6.2.1.2 - C/L Scale – addition of the use of 2.4GHz radio for secondary control.
- 6.2.1.3 - Transfer of some C/L flight rules from the Judges Guide.
- 6.3.1.2/6.3.1.2.1 – Insertion of paragraph defining CD responsibility and added emphasis regarding the Judges line.
- 6.3.1.10 – Additional safety rules
- 6.3.3.3 – Indoor R/C Scale – Addition of rule for pilot position.
- 6.3.4 - Full integration of the Rules for Scale R/C Helicopters, including a major review of the rules and removal of the judges guide.
- 6.3.5 - Revision of section to include Helicopter variations and Helicopter specific manoeuvres.
- 6.3.5.4.13 - Change to the 'Sideslip' to allow sideslip to port or starboard.
- 6.4.8.1 - Moving of rubber motor peg now allowed in Kit Scale.

### STOP PRESS 1

Dutch scale colleague, Dick Van Mourik, sent details of the below website. It includes electronic copies of the following gliding magazines:

- **Sailplane and Glider** from 1930 to 1955 (300)
- **Gliding** from 1950 to 1955 (22)
- **Sailplane and Gliding** from 1955 to 2009 (290)
- **Soaring Pilot** from 1973 to 1974 (4)
- **VGC News** from 1973 to 2003 (108)

Be warned: if you go to the site, I take no responsibility for how long you'll be on there.....

<http://www.lakesgc.co.uk/mainwebpages/oldsandgmagazines.htm>

### STOP PRESS 2

#### **Gyros - a statement from the BMFA Scale Technical Committee Chairman:**

I think it worthwhile putting the Scale Technical Committee's (STC) approach into perspective. As you may have gathered, opinion on the use of 'on-board automation' (I call it that as we can't now just talk about gyros) is polarised for and against. I am trying to steer the STC through a dispassionate pros and cons evaluation on the way ahead for Scale competition flying in the UK. Once the decision is made there is no going back and with technology and capability moving so fast we need to ensure that the boundary is set at the right place or the competitive element of scale flying will be lost.

We've seen that the scale fraternity at CIAM has not been good in recent years at robust scrutinizing of models and enforcement of its own rules. Before the ban on 'motion stabilising

## BMFA Scale Technical Committee Newsletter - December 2014

devices' was lifted our international teams oft returned from overseas competitions convinced that some other nations may have been cheating by using hidden gyros.

This was never properly investigated or substantiated but, in order to prompt some action, we (the STC) formulated a proposal to CIAM that if they were not prepared or able to properly enforce the rules then they should level the playing field for those who had some integrity and allow them also to use gyros. To our dismay CIAM took the easy way out and just removed the words from the rule book. This was fine in principle at the time when we had only rate gyros to consider but they have now left the way open for all kinds of technological assistance to the pilot. When the STC proposed a similar change to UK rules there was uproar from a majority of UK scale competition flyers. We believe that CIAM will have to do something to re-establish a boundary before the technology gets out of hand and, hopefully, now that we have a UK Chairman of the Scale sub-Committee we might see some action.

There is no doubt that on-board stabilisation, set up properly, can ease the workload on the pilot and make for more realistic flying of some types of aircraft, particularly in gusty conditions. I and several of the committee have been flying sport scale models, large and small, with and without 3 axis gyros to explore the implications. The key issue is that scale competition flying is about precision as well as realism and this should be a test of the pilot, not electronic trickery. The aerobatic disciplines (F3A and IMAC) both have, and rigorously enforce, absolute bans on any form of airborne device which places the aircraft under less than total control by the pilot. This retains the purity of competition. For the past 25 years or so we have judged scale flying in exactly the same way – docking marks for errors in the positioning, smoothness and shape of manoeuvres as well as lack of realism. The difference with scale models is that you can't just take the canopy off to examine the radio installation! And hereby hangs the dilemma. We could, potentially, change the UK rules to allow just a simple 3-axis gyro but we would still be out of synch with the current FAI rules and it would be difficult to verify the degree of auto-stabilisation being employed. I don't think any of us would want to see heading hold, height keeping, GPS, FPV or any other automation technology taking hold or we may as well just do static judging and then put the transmitter on the ground and watch. Further, we can't easily try it in one class only as a trial as people fly the same models in different classes throughout the year.

Hence, we are taking a measured approach. The system is not 'broke' and we have time to canvass UK opinion again this year. There is no formal International until the next World Champs in 2016 and our team trials are always flown to FAI conditions where, under current rules, any form of stabilisation can be used. We also intend to run at least one training day for prospective team members to the FAI rules so we believe that our international teams should not be significantly disadvantaged by not being allowed to use gyros in domestic competition.

All input to the debate on gyros is welcome from whatever source and rest assured that on-board assistance (including telemetry) will remain on the agenda for future STC meetings.

**Ian Pallister**

Scale Technical Committee Chairman

December 2014

*Ed: if you would like to join this debate then please contact me via the email address or telephone number on page 1.*

**2015 BMFA Scale Event Programme:**

Date	Venue	Event	Contests	Contact
21 <sup>st</sup> Feb	Manchester Velodrome M11 4DQ	Combined Scale Indoor Event with FF Tech Committee	Open Scale Flying Only, Peanut, Pistachio, F1D (½ motor), F1L (0.5gm motor), F1M (0.75gm motor), Limited Penny Plane, Legal Eagle, No- Cal Scale.	Scale: <a href="mailto:j.minchell@btinternet.com">j.minchell@btinternet.com</a> <a href="tel:07989744251">07989 744251</a> Duration: <a href="mailto:whitehousej david@googlemail.com">whitehousej david@googlemail.com</a>
28 <sup>th</sup> Mar	Bushfields, Peterborough, PE2 5RG	Pre-Scale Indoor FF Nats Trimming	Nil planned	<a href="mailto:andrewjseph ton@gmail.com">andrewjseph ton@gmail.com</a> 07872 625279
19 <sup>th</sup> Apr	Wolverhampton University Sports Centre WS1 3TA	Scale Indoor FF Nats:	Peanut, Pistachio, Kit Scale, CO2/Electric, Open Rubber, Glider	<a href="mailto:andrewjseph ton@gmail.com">andrewjseph ton@gmail.com</a> 07872 625279
23 <sup>rd</sup> & 24 <sup>th</sup> May	RAF Barkston Heath	Scale FF 23 <sup>rd</sup> May:	- Rubber Kit Scale - Aeromodeller/Model Aircraft Designs	
		Scale FF 24 <sup>th</sup> May	Open Scale Flying Only	

**BMFA Scale Technical Committee meetings 2015, SVAS Library, Old Warden  
Aerodrome:**

- Saturday 7<sup>th</sup> March
- Saturday 13<sup>th</sup> June
- Saturday 3<sup>rd</sup> October
- Saturday 5<sup>th</sup> December

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# 2015 BMFA SCALE INDOOR FREE FLIGHT NATIONAL CHAMPIONSHIPS

at

University of Wolverhampton Sports Centre.  
Gorway Road, Walsall, West Midlands  
WS1 3TA

Sunday 19<sup>th</sup> April 2015

The 2015 BMFA Scale Indoor National Championships will be held in a new venue this year, the University of Wolverhampton Sports Centre. The Hall is about the same size as Nottingham and has a relatively smooth ceiling and good lighting.

Official events will include free flight competitions for Open Rubber, CO2/Electric, Peanut, Pistachio, Kit Scale and the newly introduced Glider class. Contact the organiser for more information on the Glider class and for the others, please refer to the 2015 BMFA Scale Rule Book and the BMFA Scale Judges Guide. Pre-entry to the main events must be made by Friday 10<sup>th</sup> April 2015.

Unofficial competitions will be held for Air Race and Mass Launch - these are free entry on the day to competitors.

A raffle will be held for aviation and modelling related goodies - please help to make it successful by bringing and donating a prize.

Access to the site and parking facilities are excellent and there is a viewing gallery with a restaurant that will be open all day.

Doors open at 8.00 am and will close at 6.00 pm.

Competitors: pre-entry only

Spectators: £6.00

Accompanied children and those under 18 years: free

Contact the organiser for the official competition entry form and/or more information.

Competitors please note that there will be a pre-Nats trimming meeting at The Bushfield Leisure Centre, Orton Centre, Peterborough, PE2 5RG from 10.00am to 6.00pm on Saturday 28<sup>th</sup> March 2015. Entry flyers: £15, Juniors: Free.

Organiser: Andy Sephton

email: [andrewjsephton@gmail.com](mailto:andrewjsephton@gmail.com)

tel: 07872 625279

**BMFA Scale Indoor Nationals Entry Form**

**Sunday 19<sup>th</sup> April 2015 8.00am to 6.00pm**

**University of Wolverhampton Sports Centre.  
Gorway Road, Walsall, West Midlands  
WS1 3TA**

Name:.....

Address:.....

Tel (mobile preferred): ..... Email: .....

BMFA Number: ..... Junior\*: .....

Entry Fees: £16.50 Registration + £3.50 per class, Juniors\*: free of charge

Class	Fee	Total
Open Rubber	£3.50	
CO2/Electric	£3.50	
Kit Scale	£3.50	
Peanut	£3.50	
Pistachio	£3.50	
Glider	£3.50	
Registration Fee	£16.50	
Juniors - free of charge	£0.00	
Total	-	

Entry closing date is Friday 10<sup>th</sup> April 2015

Please return form with cheque payable to the BMFA to:  
Andy Sephton, 34 St Neots Rd, Sandy Beds. SG19 1LG

For payment by credit card contact the BMFA Offices:  
+44 (0)116 244 0028 (please also contact Andy Sephton to confirm your entry).

For more information contact Andy Sephton: [andrewjsephton@gmail.com](mailto:andrewjsephton@gmail.com) tel: +44 (0)7872 625279

\* Juniors must be aged under 18 years on the day of the competition. Those juniors aged under 16 years must be accompanied by a responsible adult aged 18 years or over with no more than four juniors per responsible adult.