



## Editorial

Andy Sephton



Time marches on and in this case I'm coming to the end of my four-year stint on the BMFA Scale Technical Committee. I've organised my last Scale Indoor Nationals and handed over the chair to John Minchell and Graham Banham. The next task is to handover the PRO job....any takers?? Answers on a postcard, please, to.....

In the meantime, I've taken over the Scale Column in BMFA News. If you haven't already realised, I'm mainly free flight, so if you are radio, control line or helicopter orientated and would like to see your latest creation, idea or view in print, then please send me details. I can't promise to include everything, but I'll try.

There's not been much activity notified outside of free flight since the last Newsletter, so I make no apology for the content. Again, if you would like to see your creation, idea or view in print, then please get in touch. Contact details follow:

Comments via email to [andrewjsephton@gmail.com](mailto:andrewjsephton@gmail.com)  
or Royal Mail: 34 St Neots Rd, Sandy, Beds, SG19 1LG  
or phone: 07872 625279

Full results for all the following Scale Reports can be found on the BMFA Scale Technical Committee website:

[www.scalebmfa.co.uk](http://www.scalebmfa.co.uk)

*22inch span RAF BE2c designed and built by Andy Sephton last year for AeroModeller's January free plan. The model was designed for FF electric but will eventually be converted to RC for the BMFA Scale Indoor RC Nats this October*



## **Northern Area Combined Indoor Meeting, Manchester Velodrome 21<sup>st</sup> February 2015**

**Andy Sephton**

Whilst not being too well attended, this meeting continues due to the good work of the BMFA Indoor Free Flight Committee under the auspice of Dave Whitehouse. It's a combined event with both free flight duration and free flight scale models competing in what I believe is an ideal environment. The flying area is equivalent to 8 badminton courts and has a height of about 30 feet available making it ideal for all of the BMFA Scale Free Flight competitions. There's a net around the edge of the area to prevent the models straying onto the cycling track which also serves to prevent the damage that would normally occur when the model hits a wall.

Outside of the pure flying, the road communication to the site is good. There's adequate parking relatively close to the building and access to the flying area is excellent. Toilets are available as is a good snack bar. There's also the delight of watching the cyclists whizzing around the perimeter of the flying area on the cycle track. Conversations with them also hold interest as the technology we use is similar on both sides of the net.

As always, Open Scale was well supported with 9 entries. Peanut followed with 5 and Pistachio 2. It was good to see several new names on the podium and several new models too. There'll be more on that later as at least one of the Open Scale competitors had some considerable success at the Scale Indoor Free Flight Nats.

I was pleased to see relative newcomer to Scale Indoors and SAM 35 President Brian Lever win Peanut with his Tailwind and SAM 35 Chairman, Ian Lever gain second place with his Lacey M-10. I wonder if they are trying for a take-over...

Pistachio entry numbers were disappointing, but standards were excellent. I'll talk more about the fall of Pistachio in my report on the Indoor Nats.

If you haven't yet visited the Velodrome as a competitor or spectator, I can well recommend it. Join us there next year. The date hasn't been fixed yet, but it'll probably be in February. Keep your eyes on the What's On columns in the modelling press.

## **Pre-Nats Scale Indoors Meeting, Bushfields Leisure Centre, Peterborough. 28<sup>th</sup> March 2015**

**Andy Sephton**

Attendance was low, but enjoyment was high - paradoxically, the fewer modelers that attend, the clearer the flying space, so the more flying one can do. However, from an organiser's point of view, the finances can be a bit of a challenge to justify!

Anyway, those that turned up certainly enjoyed the opportunity to get their creations trimmed in time for the Scale Indoor Free Flight Nats and made a very strong request for the event to be held next year. That'll be up to my successors, but I'm sure they'll listen...particularly as it was one of them making the request.

I was particularly impressed with Monz Lyons kit scale Fokker DVII. Surprisingly, it didn't make the podium in the main Nats, but its flying



*Monz Lyons' ill fated Slingsby - see text for full story*



*Jonathan Whitmore preparing his Slingsby T-31 for another successful launch.*

embarrassment there, but it did look good on the way up, though.....

Peterborough Club's Jonathan Whitmore spent time trimming his glider too, this time, an own design Slingsby T-31, but sadly he didn't make it to the Nats.

*Dave Banks', better know for his exquisite pilots, holds his equally exquisite Sopwith one-and-a-half Strutter*



## BMFA Scale Indoor Free Flight Nationals, Wolverhampton University Sports Hall, Walsall. 19<sup>th</sup> April 2015

Andy Sephton



*Monz Lyons' Fokker DVIII*

This was our second time visiting Wolverhampton University's Sports hall and the first time for the Scale Indoor Free Flight Nationals. We'd been using Nottingham University Sports hall for over two decades, but it was not available to us this year. However, Walsall's best did us proud and the general consensus was that we should continue to go there.

*Kev Wallace preparing his BAT Baboon*



So, put May 1<sup>st</sup> 2016 in your diaries, as that will be the next Scale Indoor Free Flight Nats at Walsall.

So, why was it so good? Well, the venue is close to exits 7 and 9 of the M6 making road communications good and there is adequate parking close to the site. Inside, the staff are friendly and there are good toilet, snack bar and viewing facilities. The Hall is where the venue really scores. It's 50% larger than Nottingham being some 12 badminton courts in area. This meant that a third could be sectioned off for a pits area of around 40 by 20 metres, leaving a flying area of about 40 metres square. Add the latter to a smooth ceiling of about 30 feet height with good lighting and we have an ideal site.

The enlarged pits area really came into its own with SAMS Models, Alex the Photographer, the judge's tables, the competitors and room left to move around and chat, all in the same place. The only complaint received was: "Now I have the room to look around and talk to the other modellers, I'm not getting any preparation done on my model...!" There's just no pleasing some people, is there.

Attendance to the meeting was good with seven foreign entries, two of which were juniors. There were 42 competitors entering 77 events which compares well with previous years. Entries in Open Rubber, CO2/Electric, Peanut and Kit Scale were good, but again, entries in Pistachio were low at only 5. I had a large part in lobbying the BMFA to take on Pistachio as an event in the early 90s, so I feel justified now in saying that it's time to let it go. The limited number of competitors and new models make it non-viable as a Nationals event.



*Two pictures of the new site. One from the pits looking up at the viewing balcony and one from the latter looking down on the former.*

I'd like to formally congratulate Ian Lever, SAM 35 Chairman on his win in Kit Scale and also in gaining the Aeroplane Monthly Trophy. For me, with its stately flight performance, his Moth was certainly the model of the day. I'll not go into the models in too much detail in text, rather, I'll let the photographs tell the tale.

## **BMFA Free Flight Nationals, RAF Barkston Heath, 23<sup>rd</sup> - 25<sup>th</sup> May 2015**

**Bill Dennis**



*Saturday's AeroModeller and Model Aircraft Plan's winner, Ian Lever with APS Puss Moth*

For about ten years now, we have been running scale events at the FF Nats, taking advantage of the wide open spaces and lack of the restrictions we endure in August. Entries hitherto have been moderate but this year they really 'took off'.

Saturday saw two contests. Kit scale, on its second year, attracted no fewer than 17 entries and the class is proving very successful. The rules are very simple; no static judging, any rubber-powered kit, any size, any mods within reason and the aim is to get as close to thirty seconds as you can on three flights. It all takes place inside an hour and it makes quite a spectacle. It is a bit of a lottery and should not be



*Andrew Hewitt with classic follow-through launching his Fokker DVIII*

taken too seriously as the slightest lift can extend the flight to a frustrating degree, particularly if the model is a good flyer! Another approach is to build something that glides poorly once the motor runs down.

This was immediately followed by the flying only event for Aeromodeller and Model Aircraft designs. This gives you a huge range of subjects and again, reasonable modifications are allowed, as well as up to 10% enlargement or reduction

*Another classic follow-through, this time from Mike Smith launching his APS English Electric Wren*

and change of power source. The idea is to get scale models in the air and have fun, not to find a 'champion'. Again, we had a good entry and the results were very close.

The following day we had the Open flying-only event for any FF scale model. It was a little windier but again we had a good session, with Ray Hall repeating his success of the previous day with his Blackburn B2. New model next year Ray?

The rules for these unofficial events may be found on the STC website.



## **HISTORIC PIPER FLY IN, BREIGHTON AERODROME**

**Graham Kennedy and Chris Allen**



It was a great disappointment when Church Fenton was lost from the calendar, as not only did we lose a superb airfield, but the events there always provided the excuse for a few of us to visit the fantastic Brighton Aerodrome.

Thus, when I noticed that the weekend of the event at Dishforth coincided with an historic Piper aircraft fly in at Brighton on the Saturday, I quickly called Messrs, Henderson and Allen, as well as speaking with Dad. The fact that my current FF Rubber project is a J4E Coupe and

that I've been considering a twice sized (Thomas Designs) Piper Vagabond meant that it was a very easy decision to attend.

Thankfully the day dawned bright and with light winds and wide variety of Piper variants were on show. As well as the many Pipers, we were also treated to impressive aerobatic displays by a Rollason Beta and a Yak 52. However, the highlight was the opportunity for all four of us to have a flight in the resident PA12 Super Cruiser - over to Chris.....



.....The Piper PA-12 Super Cruiser was developed from the J-3 Cub and 3,764 were built between February 1946 and March 1948. The aeroplane is approved with wheels, skis, floats and for crop spraying and around half are still flying worldwide with about 12 remaining in the UK. Unlike the J-3 the PA-12 which is known by some as the 'Fat Cub' is normally piloted from the front seat and the rear seat is supposedly intended for two, however two sharing the rear seat would have to be very good friends and would not be at all comfortable for anything but short trips.

The PA-12 was originally powered by a 100hp flat 4 Lycoming O-235-C, but most are now fitted with later versions of this engine producing up to 130hp. With twice the power of the J-3, the same wing, and a power loading which is typically 15lb/hp as opposed to the 22lb/hp of the J-3, the PA-12 has a better all round performance and appears almost sprightly by comparison with the J-3. Useable fuel is 38 Gallons carried in two wing tanks which gives a duration of more than 6 hours (600 mile range) at 75% power(91Knots).



Like all early Piper taildraggers the PA-12 needs proper use of the rudder in the turn coordinated with aileron to avoid adverse yaw and although not capable of vertical or inverted manoeuvres, Piper have listed entry speeds for several semi-aerobatic manoeuvres, including spins, wingovers and lazy eights. With power off the PA-12 makes quite an efficient glider with a glide ratio of 11.1 or better and stalls gently at 42knots.

Brighton's PA-12, G-BSYG Serial No 12-2106 was built in 1947, registered in the US as N3228M and came to the UK in 1990. My short flight was sufficient to demonstrate

what a delightful aeroplane the Super Cruiser is. In about 6 knots of wind 20° off the nose we were airborne in what seemed less than 200 yards and at the airfield boundary made a surprisingly steep climbing turn to stbd which demonstrated how nimble this aeroplane is. Levelling off at 1000ft the cooling towers of Drax power station which are 6miles southwest of the airstrip provided a perfect navigation reference for a short tour of south Yorkshire. On return to Brighton, a very high approach at 50knots became a sideslip which ending in a three point landing and a run of barely 100yds ...delightful !



### Scale Technical Committee Members

Following on from Last year's introduction to the members of the BMFA Scale Technical Committee, I'd like to introduce John Minchell who, with Graham Banham, has taken over organisation of BMFA Scale Indoor Modelling:

#### John Minchell

I started modelling when I was about 9 or 10 with the usual Keil Kraft rubber scale models. The revelation came with a KK Dolphin glider – the first model I got to fly properly.

I then joined other control-line flyers at school and persuaded the headmaster to allow us to fly on his private lawns next to the school playing fields.

Single Channel radio control then became more affordable so I built a Mini Tyro and a single channel Tx and Rx from a kit (I still have them and they still work despite my teenage soldering)!

Motorcycle racing, girls and work (in that order) took over for a few years, but I got back into modelling with RC flying in the late 80's.

I currently run the Shawbury indoor club, secretary for the Sleep model club as well as being a flying only member of the Clwyd Soaring Association.

Together with Graham Banham, I have recently taken over running indoor scale FF & RC from Andy Sephton.

I qualified as a mechanical engineer, but quickly moved over to technical marketing and sales. After 20 odd years working in and around London I returned to the peace and tranquillity of Shropshire to start my own business.

I have an online marketing company which employs a number of people where we find more clients and sales for businesses utilising customer satisfaction and review processes, social media and various web based techniques.



**Eligible Models for the AeroModeller/Model Aircraft Plans Event held at the  
BMFA FF Nationals**

**Andy Sephton**

Having time on my hands and looking for inspiration for next year's event, I searched out my old copies of Model Aircraft and Aero Modeller and spent many a delightful hour looking through their pages for free flight scale plans. The result is a list of some 66 plans published in Model Aircraft magazine from July 1950 to December 1965, and 329 from AeroModeller from January 1945 to February 2001. Both lists should, by now, have been published on the BMFA Scale Technical Committee website.

Neither list is complete. I only searched AeroModeller from 1945 to it's first demise in 2001. I've not yet looked at the version published in AMI. nor have I looked in the latest incarnation. Further, I decided to omit the search prior to 1945.

As far as Model Aircraft is concerned, I'm missing the following copies:

All prior to 1950

1950: Jan, Feb, Mar, Apr, May, Jun, Aug, Sep, Nov

1951: Jan, Feb, Apr, May, Jun, Jul, Aug, Oct

1952: Jan, Apr, May

1959: Aug

If any of you out there have any of the above magazines and could help with completing the lists, then please get in touch.

I'd also be interested to hear of any errors, omissions or suggestions for amendment to both lists. And if you've built any of the models, do let me know how you got on so that we can add to the database. Useful information would be modifications made and why, trimming techniques and any weak points in the design.

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SAMS Models have been providing us with Free Flight and Indoor materials for over 40 years now. George and Penny Wallbridge have decided to retire and hand the company on to a successor, and who better to take over than ace FF Scale modeler, Kevin Wallace. I'd like to take this opportunity to thank George and Penny for all their support of us FF nuts over the years and wish Kev and Tracey every success with their new venture.

SAMS contact details are now:

Website: [www.samsmodels.com](http://www.samsmodels.com)

Phone: 01480 394474

Email: [samsmodels@outlook.com](mailto:samsmodels@outlook.com)

Address: 17 Ackerman Gdns, Eaton Soken, St Neots, Cambs. PE19 3HP

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### Dates for your Diaries:

**The 2016 Scale Indoor Free Flight Nationals will be held in Wolverhampton University Sports Hall, Walsall on Sunday 1<sup>st</sup> May 2016 from 08.00am to 6.00pm. There will be practice meetings at Peterborough's Bushfield Sports Centre on Saturday 2<sup>nd</sup> April 2016 (10.00am to 2.00pm) and Sunday 10<sup>th</sup> April 2016 (10.00am to 4.00pm)**

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## BMFA Scale Calendar for 2015

If your event is not tabled below (CL and Helicopters, please note), please let me know and I will include it in the next Newsletter.

More details on each of the events can be obtained on the Scale Technical Committee website:  
[www.scalebmfa.co.uk](http://www.scalebmfa.co.uk)

Date	Venue	Competitions	Contact
9 Aug	Baldock	RC Flying Only	Dave Knott
29, 30 and 31 Aug	Barkston Heath	BMFA Scale Nats RC, FF, CL, Heli	BMFA Office or Chris Allen
6 Sep	Merryfield	RC Flying Only	Martin Fardell
6 Sep	Ferry Meadows, Peterborough	Peterborough MFC Annual Event, includes several FF Scale classes	PMFC
19 Sep	tbd	F4C/F4H Team trial static	Gordon Warburton
20 Sep	Dishforth	F4C/F4H Team trial static	Gordon Warburton
20 Sep	Port Meadow, Oxford	Oxford MAC's new FF Scale Event	Charlie Newman
18 Oct	North Luffenham	Selby Trophy (FF Scale)	Bill Dennis
24 Oct (spare day)	North Luffenham (spare day)	Selby Trophy (FF Scale) (Spare Day)	Bill Dennis
25 Oct	RAF Shawbury	Scale Indoor RC Nats	John Minchell



A 'Pic from the Past' - Static  
Judges Tent at the 2013  
BMFA Scale Nationals