



Editorial

Andy Sephton



By the time you read this, I will have departed my formal position as an elected member of the Scale Technical Committee (STC), but I shall be staying on as co-opted member and PRO in the short term. As with the last Newsletter, except for the Nationals, I've received few reports from BMFA Scale Meetings. I don't go to all the events and owing to a recent illness, I've not been to those that I would normally attend. Bottom line is that if you don't let me know what's happening, I can't put it in the Newsletter.

This Newsletter includes the introduction of a new Helicopter representative for the STC and reports from the main BMFA Nationals at Barkston Heath in August and the Scale Indoor RC Nationals at RAF Shawbury in October. The underlying characteristic of all the events has been reduced entries on previous years. Why is that, one wonders? Is it the start of a trend? Who knows, but I would like to have your opinion on it. If we, the STC, need to make changes, then we need to do it quickly, and certainly in time for next year's competitions!

On the subject of lack of attendance, I was very disappointed to find only five trophy winners for this year's BMFA Scale Trophies at the recent BMFA dinner. There are some fifteen Scale Trophies up for grabs every year....so where were the other ten of you? There's no real excuse. Entry to the dinner is free for the winners and the date of the event was published well in advance. If this is the example the winners are giving, then I'm not surprised the entries are falling....the rest of us might as well pack up and go home!

To finish on a brighter note, you'll see later in the Newsletter that Chris Allen has taken over as Chairman of the Scale Technical Committee. Accordingly, I would like to formally thank Ian Pallister, the retiring Chairman, for his sterling work in the role and wish him the best for his future endeavors in the BMFA.

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
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

More details on each of the events can be obtained on the Scale Technical Committee website:

www.scalebmfa.co.uk



John Copeston with his Jay Hawk Helicopter model

A Message from John Copeston, Our New STC Helicopter Rep.

My Name is John Copeston and I have just taken on the task of scale rep for the AHA.

I'm a keen scale flyer and started in the early days of Helicopters in the late 70's. As a 12 year old, I built some aircraft kits, a Keil Kraft Lady Bird, a Skylon and a Mercury Matador, but I never progressed to the early radio control owing to lack of money. Then inevitably girls and motorbikes took over. After marrying and having two children I became fascinated with

helicopters and obtained a second hand Shluter Cobra. I learned to hover, but again, lack of time and money meant I had to shelve my hobby for some years. I returned around 2000 and now have a fleet of large scale helicopters, electric, nitro, petrol and turbine.

Professionally, I worked for many years for ITN and in 1988 started my own business providing export documents. I retired from my business, which I still own, in 2014 so I now have more time to play.



John Copeston's Bell 429

I aim to represent the interests of the scale helicopter fraternity within the BMFA. Whilst there is not currently much enthusiasm in the Scale Helicopter for National competition,

there is a strong interest in Fly-Ins. I'm hoping that a compromise can be found to encourage flyers to enter simple competitions and then to progress to a similar level of national competition as you have for fixed wing. To that end, and with the AHA, I would like to work towards an interim set of rules for 2017.

John Copleston

AHA and BMFA STC Scale Rep



John Copeston's Apache Helicopter

**A Report From the CD on the
BMFA Scale Nationals, RAF
Barkston Heath
29th - 31st August 2015
Chris Allen**

**(With thanks to Bob Fletcher for
the photos)**



*CD Chris Allen and Steve Kessel judge F4C - was it really as bad
as their expressions would suggest one wonders.....?*

In my initial planning for this year's Nat's I attempted to follow a strategy which avoided calling on judges and helpers who have been freely giving their services for years both to give them a break and to try and 'enlist' some 'fresh faces'. I particularly wanted to reduce the burden of work for R/C flight judges and to try using different judges for each round of the competition. I also wanted to avoid asking those who I knew would also be competitors, albeit in another class. After approaching several individuals who I thought might be interested, on 20th May I sent out a "Call for Judges" notice which was also a prompt to the F/F, C/L and Heli co-ordinators to the STC to remind them what was required. Although my strategy worked to a degree in that the final list did contain new faces, It became clear that my idea for R/C flight judging was a little ambitious. As it turned out because the bad weather prevented flying on day 3, my plan may well have created more arguments than it attempted to solve.

John Minchell kindly offered to be assistant R/C CD which allowed me to flight judge F4C.

Regrettably there were insufficient competitors to run a C/L Flying Only class.



P. Fullard's Westland Wyvern

Since there were no Scale Helicopter competitors entered by the closing date, as with last year, there was no Scale Helicopter event.

Graham Kennedy had to pull out of attending the Nat's because of work commitments, but Rescheduling the R/C flight judges was made a lot easier because Alex Kennedy offered his services as a flight Judge.



Steve Fish's Typhoon Mk 1b

This year as in 2014 the airfield layout was the best that we could expect and although we were not allowed access to the airfield until 1700 on the Friday, thanks to the small army of volunteer helpers the R/C flightline was set up in good time.

The weather on Saturday although far from perfect, with a slightly gusty crosswind allowed us to complete the first round of all R/C classes in good time. For the first time at the Nats, a 100% failsafe check was carried out, a

procedure that we will continue next year. Tony Bull and Pat Blenkinsop successfully managed the flag marshalling job with, I'm glad to say, only a few advisory flags required.

The Free Flight Scale event started on time and Andy Hewitt and his team had a successful first evenings flying (see Andy's report). Biggles and I acted as 'long stop' and managed to deter the few 'fun flyers' who had lost their way and were hoping to join in.

Not surprisingly for Barkston, the weather on Sunday was different with a few light showers but lighter winds. The showers did not cause problems and the second round of all three R/C classes was completed without incident and with time to spare. Conscious of the bad weather forecast for Monday, I decided to also run the third round of R/C Stand-Off.

Brian Cordwell 'reported in' with the C/L Scale results and reported a successful competition. (see Bernard Seale's Report).

With good flying conditions on Sunday evening Andy Hewitt had a successful second session of FF scale flying and completed the competition (see Andy's Report).

Monday morning started with rain falling from around 0730 and at approx 0900 I advised competitors that since a minimum of 5 hours was required to fly the third rounds of F4C and Flying Only, the decision to proceed would be deferred until the



The RC Flightline on Saturday afternoon



Martin Fardell's Ryan Brougham

rain stopped or 1200 at the latest. With the latest forecast indicating that the rain would not clear until 1600, several competitors 'called it a day' and de-rigged their models. At 1200 R/C Scale flying was abandoned and the prize giving ceremony arranged for 1315.

The success or otherwise of the Scale Nat's is determined by four factors, the first three of which are not under the control of the Scale Contest Director. These are:

1. The work of the Nationals Planning Committee
2. The weather.
3. The number of Competitors
4. The volunteer helpers, this includes the FF and CL Directors, Judges, Scorers, Marshals, Commentators and those who step into the breach.

My thanks go to the Nat's Planning Committee and also to our own Scale Tech Committee Chairman who, in his additional role as RAF Liaison Officer, made the whole thing possible.

As last year, due to the weather, the Nat's again became a two day event. This must clearly be a consideration for forward planning.

The number of competitors was down slightly from last year, which, although making life a little easier for the CD, is an unhealthy trend.

I needed 34 helpers to run a successful Scale Nat's with 7 classes. In no particular order, my personal thanks go to: - Steve Kessel, Poppy Gowler, Robin Gowler, Ian Pallister, John Minchell, Ian Bryant, Geoff Brown, Phil Kent, Alex Kennedy, Tony Bull, Pat Blenkinsop, Pete Fullard, Gordon Warburton, Trish Dennis, Brian Cordwell, Matt Cordwell, Geoff Hollier, Richard Hollier, Brian George, Andy Hewitt, Derek Knight, Martin Fardell, Terry Manly, Paul Briggs, Gareth Tilston, Dave Knott, Mike Smith, Dave Causer, Phil Smith, John Carpenter, Alan Glover, Jim Currie, and Andy Sephton.

I have been selected as a judge at the 2016 World Championships which are scheduled to be from 20 to 27th August in Romania, consequently I will NOT be available as Scale CD at the Nats in 2016. I will of course be available to assist with some of the planning, so names of Volunteers for next year's CD to the STC, ASAP, please.

Results are attached at the end of the Newsletter or refer to the attached file if you've received an electronic copy.



Bernard Seale looks on as Matt Cordwell fettles his winning CL SE5A

**Report on CL at the BMFA Scale Nationals,
RAF Barkston Heath
29th - 31st August 2015
Bernard Seale**

This year the weather was on our side, a slight breeze on Saturday, which diminished as the day went on. Sunday was overcast (no sun in our eyes) and virtually calm. Most disappointing was the fact that there were no entries for the C/L Flying Only scale class, which was introduced to try and attract more people to C/L Scale modelling. The model has to be recognisably a scale model, but there is

no static judging and the pilot does not have to have built the model. So the way is open for RTF and second hand models.

Static Judging.

Static judging took place during Saturday. Matt Cordwell's 1:6 scale SE5A was the highest scorer with 1692 points, very closely followed by Mike Chapman's P51 Mk.4 Mustang on 1688 points. The third model to break the 1600 points mark was Bernard Seale's 1:7.2 scale Miles M38 Messenger. This model scored 1644 points. Next came Peter Tribe's Bucker Bu131 Jungmeister on 1481 points. Then came Mike Welch's new model, a Britton Norman BN-2 Defender on 1460 points. Finally, another new model on the block was the 1:23 scale electric powered Boeing B17-G bomber built by Ronnie Tribe which gained 1406 points.

Flying.

Most contestants put in decent flights, so rather than a blow by blow account, I'll mention the little incidents that made things, let's say, 'interesting'!

Mike Welch's BN-2 Defender is powered by a pair of OS .40 two-strokes, so in order to reduce the rather excessive line pull, he fed in a little left rudder. However, the rudder was also linked to the steerable nose wheel, so



Mike Chapman flying his 3rd place CL Mustang

when he came in for the touch and go option, the model started to steer into the circle – luckily Mike managed to correct this and complete the flight.

Mike Chapman's P51 Mustang suffered an engine cut during his first flight – luckily he managed to get the retracting undercarriage down very quickly to land on all three wheels.

Matt Cordwell had problems with the taxi option at the end of his first flight with the SE5A, often a problem with C/L models with a narrow track. For his second and third flights he replaced the taxi option with the lazy eight, and eventually finished in first position.

Bernard Seale's Miles Messenger seemed reluctant to come to a halt after landing, and the little bit of 'up' elevator to try and get the tail down caused it to hop, and then trying to reduce the tickover speed caused the engine to cut, thereby losing taxi points on both flights. A loosening engine persuaded Bernard to forego a third flight. Loctite and more friction in the tailwheel is promised for next year and a touch-and-go will replace the taxi option.

The Tribe brothers, Peter and Ronnie had uneventful flights!

Thanks go to Brian Cordwell, the CD and his band of judges and helpers, without whom the event could not have taken place.

Final results.

Pos.	Name	Model	Static	Best Two Flight Scores	Total
1	M.Cordwell	SE5A	1692	1750 and 1754	3385
2	R.Tribe	B17G Flying Fortress	1406	1622 and 1616	3025
3	M.Chapman	P51 Mustang	1688	848 and 1694	2959
4	P.Tribe	Bucker Jungmeister	1481	1430 and 1467	2934
5	B.Seale	Miles M38 Messenger	1644	1152 and 1386	2913
6	M.Welch	Britton Norman BN-2	1460	1368 and 0	2144



Andrew Hewitt and his Halberstadt

Report on FF at the BMFA Scale Nationals, RAF Barkston Heath 29th - 31st August 2015 Andrew Hewitt

Despite lower entries than in the previous year's competitions, the standard of flying was very good. Only one competitor failed to qualify out of a total field of seventeen (4 Power, 6 Rubber and 7 Co2/Electric). The conditions were generally good, the Saturday night being a little breezy, but acceptable. The 30 seconds minimum flight time was reduced in power to 20 seconds to suit the

conditions and position of the flight line. On the Sunday evening, despite an afternoon of rain, we were treated to excellent calm conditions.

The flight line was arranged opposite the control tent for the Saturday evening approximately 300m away from the intersection with the models then flying parallel to the main runway over the grassed area towards the Ancaster road. On the Sunday evening the wind had shifted slightly such that the flight line was moved 200m down the main runway (again towards the Ancaster road), with the models flying towards the north away from the runway and over a large grassed area to the north (Burnt Canberra area). On both evenings a roped off area was staked about 5m back from the tarmac for the visiting audience to view from. Models taking off would then fly away from this area and would be at a good height if they returned with the prevailing wind. Generally a left or right turn would put the model at a considerable distance from the competitors and audience.



The Sunday Evening windsock in a most unnatural position for Barkston

On both evenings we had a good following of spectators, estimated at about 150 for both rounds and we had no problems with their organisation. They were polite and well behaved. The marshals helped, but had little to do other than enjoy the event. Overall it was a very smooth affair, helped by the good conditions and flight line position.

The competition was run as normal with flight orders for each discipline and the judging teams hunting out their next victim quickly. With only four Power entries it was decided to fly four rounds each evening (three each evening for the remaining classes), this worked well, giving a continuous stream of fights and keeping flyers and spectators busy. Only one luckless competitor failed to qualify. Phil Worth with his first ever entry of an electric Me 163, but he did entertain us with aerobatics and his “never give up” attitude. He has assured us that he will enter again, having had a good experience.

In the Rubber scale class, the one and only outstanding flight of Ivan Taylor’s Supermarine S5 will live long in the memory of those who saw it. It was smooth and fast, just like the real thing. Unfortunately his rubber winding jig collapsed and munched his tail off during winding. Ivan then spent the next day in the corner of the control tent rebuilding his tail end and flew again in the evening, but did not add to his total. For all his efforts he received the Eric Coates Memorial Trophy for displaying quite clearly what the spirit of Scale Aeromodelling is all about. He also received the oil painting for a year for having the highest placed new model.



Terry Aydon caught in a thoughtful moment while contemplating his Sopwith Triplane.

Ivan had a very rewarding weekend having placed second overall in the Rubber class. Ian lever was third with his small Magister, which flies very well. Other notable successes were gained by Richard Moore, whose Fokker Dr1 finally qualified with a good flight, rotary engine and all.

Andrew Hewitt won the event for the fifth time with his well-worn Morane type N, but only because of a large static score, it's flying not being up to its normal high standard.

CO2/Electric produced some very good flights, the most impressive being the electric ducted fan Saab J29 of Stephen Glass which raced around the sky as if in a groove. It received excellent flight scores, if only it had

an undercart to take off with.... Bernie Nichols had his Piper Grasshopper trimmed very well and achieved third place. Second place was claimed by Gareth Tilston with his large DH Moth converted from rubber power. This performed well on its first outing and with more fettling to get more scale points it could be a winner. Derek Knight won with his well known and beautiful Swedish DH 60 Moth. After some very indoor like flights Derek adjusted the trim to a wider pattern and produced good flights, which, together with his large static score clinched the title for 2015.

The Super Scale Power class only had four entries this year, but the flying was hotly contested. Bill Dennis has his RE8 flying quite superbly. From take-off to touch down this model is near perfection and gave everyone a lesson in how to win the Super Scale Trophy. All his flights were impressive with one achieving a full score on the Sunday evening. The large Sopwith Triplane of Terry Aydon was also a good qualifier, with one of his flights getting a good round of applause. It is still early days for this new model, but it looks capable of being a placer in the future.

With Bill flying so well it was up to Mike Smith and Andrew Hewitt to fight over the second place. Mike had his Sopwith Cuckoo performing better than before and clocked several good flights, whilst Andrew fought his Halberstadt to stay in the air long enough to qualify. When finally sorted the Halberstadt produced two good flights, but not good enough to match the Cuckoo and had to settle for third place.

This was a good Nationals with plenty of flying of a high quality, let's hope more will be inspired to take the plunge next year.

Report on BMFA Scale Indoor RC Nationals, RAF Shawbury

25th October 2015

John Minchell

This year's event was again held in the Indoor sports hanger of RAF Shawbury.

An extremely disappointing entry of only 10 people meant we did not cover the cost of venue hire. Even the usual media guys, Ken Sheppard and Alex Whittaker did not make an appearance.

In the scratch built RC class there were only two 2 entries. Last year's winner Graham Smith cancelled just before the event as his model would not "perform" in trimming prior to the date. Another past winner, Graham Green was in attendance helping Eric Strefford, but did not fly as he was still recovering from surgery and was not feeling too good.

In flying only there were 7 entries, 2 who were regular indoor RC flyers and 5 regular outdoor RC pilots/competitors. The general standard of indoor flying that I saw was improving, with only a couple of exceptions. The most impressive model I thought was the small Tiger Moth of Alan Glover as it seemed to have the slowest flying speed of all.

There were 2 entries for the free flight competitions. As the RC Indoor Scale Nats cannot financially stand on its own feet yet, we invite indoor FF modellers as well. There are two separate flight areas available at Shawbury, one of which is protected by floor to ceiling netting, so there is no conflict in running both FF and RC. Unfortunately we only had 3 FF flyers in attendance. Mike Hadland and Pete Fardell signed up to compete and Dave Prior came up to trim and fun fly only. We therefore could not run the peanut or pistachio contests. As both Pete and Mike had two models suitable for the open flying only event we allowed them to fly both in the contest so as to get 4 scores instead of 2.

Results are posted elsewhere on the STC website so I won't repeat them, but you can access them here:

<http://www.scalebmfa.co.uk/Results/Scale%20Indoor%20RC%20Nats%2025-10-15.pdf>

F4C/F4H Team Trials for the 2016 World Championships Romania

RAF Dishforth, 20th November

Chris Allen

The team trial is necessary to fulfil the published requirement for team selection. In view of the small number of competitors who had expressed an interest in making the trip to Romania, the STC decided that the trial would be part of a one day Flying Only competition open to all to be held at Dishforth on 20th September.

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In accordance with the published rules, the best flight score achieved by each competitor at this event would constitute 50% of the flight score for team selection. Most models in contention for F4C and F4H have been statically judged in 'F4C' at the Nationals or in Stand Off earlier in the season and if any additional contenders emerged the STC would arrange for appropriate static judging at a later date.

Dishforth 20th September 2015

Despite the good weather forecast there were only six entries. The CD was Gordon Warburton and the local club sportingly gave up their regular flying spot on the runway intersection when they were made aware of the importance of the event.

Name	Model	BMFA No.	Flt 1	Flt 2	Best Flt	Position
M Reeves	Strutter	15674	812	1735	1735	1
D Toyer	Messenger	75095	1632	1562	1632	2
R Crapp	Wessex	52698	1586.5	1575	1586.5	3
S Jackson	Avro 504	36968	1420.5	1579.5	1579.5	4
J Reeves	Bristol M1C	80379	1402.5	1504	1504	5
B Wood	Mustang	88508	1327	1342.5	1342.5	6

Following the trial, places on the team have been accepted by Mick, Dave and Richard. At the STC meeting on 5th December it was agreed that the team would be entered in F4H, since this presented the best opportunity of achieving a team prize.



*Anti-clockwise from top right: Mick Reeves' Strutter, Dave Toyer's Messenger and Richard Crapp's Wessex at this year's Scale Nationals.
(Bob Fletcher photos)*

Stop Press

Major Points from December STC Meeting

(Chris Allen)

STC Committee Changes:

Some of the Scale Tech Committee jobs have changed hands and for 2016, Chris Allen takes over as Chairman from Ian Pallister; Dave Knot takes over as Treasurer from Richard Scarborough and John Minchell takes over Indoor Scale from Andy Sephton. The full committee list, responsibilities and non-committee reps will be posted on the STC website in due course.

Scale Rule Book - Provisional Changes:

The major changes are summarised below. Rule changes are underlined :

- 6.1.1.8 Reduction in the minimum number of judges for team trials from 3 to 2
- 6.1.1.11 Increase in the qualification timescale for R/C Flying only at the Nat's.
- 6.1.1.19 Addition of permitted deviation from scale for models fitted with skis.
- 6.1.2.5 Deletion of minimum static judging distances for all indoor classes.
- 6.3.2.5 Stand-Off Scale, Clarification of documentation requirements.
- 6.3.2.6(f) Stand-Off Scale, Deletion of sub-para (f) - Subject Aircraft Design Complexity.
- 6.3.2.7 Stand-Off Scale, Change K factors to reduce differences from F4H.
- 6.3.5.1 R/C Flight – clarification of manoeuvre size and position for indoor flying.
- 6.3.5.2.1 Take-off – Revision of description and addition of requirement to demonstrate flaps and any other high lift devices, even when not used during take-off.
- 6.3.5.3.1 Figure eight – clarification of description.
- 6.3.5.4.7 Cuban Eight - clarification of description.
- 6.3.5.4.13 Sideslip – clarification of description
- 6.3.5.4.19 Touch and Go - clarification of description.
- 6.3.5.4.22 Deletion of “tank drop” as a scoring manoeuvre.
- 6.3.5.5 Non listed manoeuvres - clarification
- 6.3.5.6.1 Approach and Landing - clarification of description.
- 6.4.8.1/6.4.8.3 Indoor Kit Scale – clarification of rules for colour and markings.
- 6.B.2.3 Addition of Credgington and Selby Trophies.

DATES FOR YOUR DIARY:

13th February 2016: Combined FFTC and STC indoor meeting at Manchester Velodrome

2nd April 2016: Scale indoor trimming session, 10:00 to 14:00, Bushfield Leisure Centre, Peterborough

10th April 2016: Scale Indoor trimming session, 10:00 - 16:00, Bushfield Leisure Centre, Peterborough

1st May 2016: BMFA Scale Indoor FF Nationals, Wolverhampton University Sports Centre, Walsall, Bormingham. 08:00 - 18:00.

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SAM 35 Kit Scale at the 2016 Scale Indoor FF Nats

There will be a competition for SAM 35 eligible Kit Scale models within the Kit Scale event at the coming BMFA Scale Indoor Nationals. If you are interested, all you have to do is enter the BMFA Scale Indoor Nationals as you would normally do. If your Kit Scale model is SAM 35 legal, it'll be automatically entered into the SAM 35 competition.

A summary of the rules follows:

- Models must conform to current BMFA Kit Scale Rules
- Models must be entered in the BMFA Nationals Kit Scale event
- Eligible models include any kit published before January 1951 plus any KK or Veron rubber powered scale kit.
- Eligible models will be automatically entered into the SAM 35 event at no further charge.
- Models will be judged as part of the BMFA Kit Scale event.
- Entrants must be members of SAM 35.

A SAM 35 donated prize will be awarded to the highest placed eligible model and SAM 35 Certificates will be awarded to the first three.

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I was given one of these recently.....



.....it makes up into a rather nice little model.



From the Archives:

The successful RAFMAA Scale Team at the 1988 BMFA Scale Indoor Nationals - the team gained first place in all the major scale events as well as third and fourth place in CO2/Electric:

Phil Morgan, Lindsey Smith, Jayne Smith, Andy Sephton, Ian Pallister, Dave Causer, Derek Woodward

