

# BMFA Scale Technical Committee Newsletter - August 2012



## **MARTIN FARDELL RETIRES AS PRO AND NEWSLETTER EDITOR**

After many years of sterling service to the Scale Technical Committee, Martin has finally been allowed to retire from formal committee duties to allow him to have a well earned rest and build some more models! I'm sure he'll be continuing to support the RC and Indoor Scale competitions in a similar way to what he's done in the past and he's already agreed to help with some of the Newsletter reports. A heartfelt and sincere thank you is due for all the hard work he's put in over the years and for his continuing support.

Martin is seen here in characteristic pose at Osbournby.

## **NEW NEWSLETTER EDITOR AND NEW NEWSLETTER RULES**

Your new Newsletter Editor and Scale Technical Committee PRO is Andy Sephton.

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Now, given the cost of postage, I'm looking to reduce the number of Newsletters sent though the mail. I'm also looking to ratify the distribution system so that the Newsletter will be accessed primarily via the BMFA Scale website ([www.scalebmfa.co.uk](http://www.scalebmfa.co.uk)), secondly by email and thirdly by post. Please read the following carefully:

If you would like to continue to receive this Newsletter by email or post please contact me via any of the contact methods above, or by word of mouth when we meet, and let me know how you would like to receive it.

**REMEMBER TO CONTACT ANDY SEPHTON IF YOU WOULD LIKE TO CONTINUE TO RECEIVE THIS NEWSLETTER**

**STAND-OFF SCALE AND FLYING ONLY, OSBOURNBY, 25<sup>TH</sup> MARCH 2012**  
**Martin Fardell**

What a start to the season! The committee made a brilliant decision starting a month early this year and we had perfect flying weather at Osbournby. 14 entries, evenly split between Stand-off Scale and Flying Only.

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Not many new models yet, but it was nice to see Terry Manley's Blackburn Blackburn in action – he hardly flew it last year because it was so windy. A lovely model, with super detailing. The new Stand-off class went well, with Dave Charles winning quite comfortably with his big Spitfire.

Full results not available yet due to computer glitch, but first three in each class were as follows:

## Stand-off Scale

- |                   |            |
|-------------------|------------|
| 1. Dave Charles   | Spitfire   |
| 2 Alan Glover     | Tiger Moth |
| 3. John Carpenter | Bulldog    |

## Flying Only

- |                   |                  |
|-------------------|------------------|
| 1. Martin Fardell | Westland Wallace |
| 2. Ian Pallister  | Piper J3 Cub     |
| 3. Andy Bowman    | Piper J3 Cub     |

Mick Reeves Spitfire and John Carpenter's Bulldog at Osbournby:



## **INDOOR FREE FLIGHT SCALE NATIONALS, NOTTINGHAM, 29<sup>TH</sup> APRIL 2012**

Andy Sephton

As has been customary for the past twenty or so years, the 2012 BMFA Indoor Free Flight Scale Nationals were held in the Nottingham University Gymnasium. The meeting was a success in that there were over a hundred paying spectators, forty donated raffle prizes and more than enough competitors to fill the day. There were only ten fun flyers, but this may have been due to the BMFA website posting that RC models were prohibited in the small hall. This rule had been rescinded for this year, so apologies to all who would have brought an RC model. Hopefully, this will not have put you off for next year.

There were a few new models, Peter Smart's FVII and Gotha 244 being amongst them, but the winners rostrum was dominated by tried and tested machines. I've received a number of proposals

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for rule changes to try to open up the competitions, but on review, few of the suggestions would make any significant difference. Notwithstanding, I'm intending to push for an increase in weight limit for indoor scale models to allow models of up to 200 gm into indoor competition from next year. I'm also intending to limit next years Kit Scale to modellers who haven't won an official open indoor event at the Nationals within the last five years, say. Finally, I'm pushing for a flight bonus of 5% per engine for CO2 motors and there will be a formal declaration for all free flight scale models.

If you have any views on the proposed rule changes, please contact me.

I would like to pass a public thank you to all the helpers who freely gave their time at the Indoor Scale Nationals and thus helped to make the day viable. There were over thirty of them for the thirty five competitors!

Finally, there remain three unclaimed raffle prizes: White 50, Pink 170 and Pink 389. If you still have the tickets and wish to claim the prize, please contact me. If the prizes remain unclaimed, I'll hold on to them for next year.

Dates for your Indoor Diary:

Indoor Scale combined event with Indoor FF Tech Ctte at Manchester Velodrome, November 2012

Indoor Scale Centralised event, Birmingham , Spring 2012

Indoor Scale Champs, Nottingham, 21 April 2013

## **SCALE RC FLYING ONLY, ROLLESTON, 6<sup>TH</sup> MAY 1012**

**Martin Fardell**

We had a very good day at the Flying Druid's site on Salisbury Plain, thanks to a lucky gap in a run of dreadful weather. A full entry, with a nice variety of models.

Winner was Steve Fish, flying his Typhoon and not far behind was local member Malcolm Green with his huge aerobatic Giles. I have often thought that "proper" aerobatic pilots could clean up at our Flying Only events if they wanted to (luckily our schedule is probably too boring for them!) and Malcolm demonstrated just how to do it. It also showed what an excellent flier Steve Fish is, in that he was able to beat a big aerobatic ship with an accurate scale warbird.

Dave Cossins was third, with an ARTF Chipmunk. There were three identical Chipmunks competing and it was interesting to compare the flying styles. Al Foot flew much the slowest, at something like scale speed, but Dave proved yet again that if you want to score highly you are better to fly faster to help make



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the manoeuvres as smooth and as accurate as possible. This is not the judge's fault – they mark according to the rules. What is needed is a huge increase in the K factor for flying speed!

Highlight of the day was the first competition flights of Richard Crapp's Westland Wessex. Three Lasers and very complicated struttery make this a very ambitious project. It looked and sounded fantastic in the air.

## **SCALE RC FLYING ONLY, SUSSEX, 20<sup>TH</sup> MAY 2012**

**Dave Knott**

The weather forecast for Sunday was not good and I think this put quite a few fliers off attending this competition. The winds for the day were forecast at 16 to 18 mph gusting 29mph with some rain showers expected.

Six fliers did arrive for the comp and found it not quite as windy as forecast, but it was still cold and winds were still gusting 20mph. Richard Crapp wisely decided not to risk his new Westland Wessex Trimotor in these conditions.

Chris Allen was unable to attend as a flight judge due to illness, which left just Graham Kennedy to sit bravely in the cold and judge the flying. Pete Fullard was first to fly and did a reasonable flight with his T28, but had trouble with the retracts not retracting fully. Steve Fish then put in a very good flight with his Spitfire. Martin Fardell then flew his large Wallace and the flight went well until the wind caught it on landing and it ended up upside down, luckily only breaking a flying wire. I was next to fly with my Hurricane, which went better than expected in the strong wind apart from my loop which went totally wrong. This was due to me putting the rudder the wrong way when it started to go off course!!!!

Mick Reeves was last to fly with his Strutter which also flew well in the wind.

After a short break we started the second round with the wind a bit stronger than before. Pete's retracts worked ok this time, but a couple of manoeuvres did not go as planned. Steve did a good second flight.

Martin's takeoff was almost vertical one in the wind, but after that the flight was going well until the throttle stuck open on his Laser 360 twin. Martin was then forced to fly round at full throttle waiting for the engine to stop. After what must have seemed like hours to Martin, one tank finally emptied and with the engine running on only one cylinder Martin managed a successful landing. I flew next and all went quite well. Mick was the last to fly and put in a steady flight, but it was not really the weather for Biplanes.



Due to the small entry, we had an early finish and could go home and warm up.

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- 1 Dave Knott Hurricane
- 2 Steve Fish Spitfire
- 3 Mick Reeves Sopwith 1½ Strutter

Picture shows the blustery flightline at Sussex - just look at that windsock

## **F4 WORLD CHAMPIONSHIP TEAM TRAINING, BRIGHTON AND CHURCH FENTON, 2<sup>nd</sup> June 2012**

**from a report by Graham Kennedy**

A practice session for our World Championship team was held at Breiton (static judging) and Church Fenton (flying) with a view to identify any correctable errors and and show any areas that the team needs to work on prior to the main event.

The exercise proved to be a very worthwhile from both the static and flying perspectives, with each team member appreciative of the feedback received. The Team Manager, Graham Kennedy, was also happy that minor presentational errors in the documentation were identified and will be removed prior to the Championships in Spain.

We will be fielding a solid team for the event with adequate credentials in place to attain a podium position - lets wish them the best of luck for the Champs!

## **FREE FLIGHT SCALE AT THE FREE FLIGHT NATIONALS, BARKSTON HEATH 2<sup>nd</sup> and 3<sup>rd</sup> JUNE 2012**

**Bill Dennis**

Those of you who remember the old Plans Handbook will also recall that the first quarter of the book seemed to be filled with FF scale designs. How many of these ever took to the air successfully and regularly is open to conjecture, but the variety of subjects was certainly impressive. In an attempt to bring the handbook to life, we have, for the past five years, run a free flight event for Aeromodeller and Model Aircraft designs at the May Nats. Any design is permitted, and the plan may be scaled by up to 10% if so desired. The power source may also be changed.

This year we had a brief respite from the wind and some excellent flying took place. Among those designs taking successfully to the air were the Puss Moth, Vultee Vigilant, Bird Dog, ABC Robin and Spitfire, plus the ever-popular biplanes like the Strutter, Avro 504K, Be2e and Blackburn B2. As is usual, the number of flyers was exceeded by spectators by several times. We



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need more participants, so dig out that old Mills and take two or three weeks out to build something for next year!

1. Bill Dennis      Eindexker
2. Gareth Tilston    Cessna Bird Dog
3. Ray Hall          Blackburn B2

Pictures show Gareth with his Cessna Bird Dog, a very simple but well finished design, and Ray Hall with his fine-flying Blackburn B2, which is not quite as big as it looks!



## SCALE RC FLYING ONLY, MERRYFIELD, 1<sup>ST</sup> July 2012

Dave Knott

We arrived at Merryfield on Sunday morning and the weather did not look very encouraging. The wind was quite strong and gusty and it also started raining. After a short while the rain stopped and the wind eased slightly and it turned into a typical British summer's day where only one decent wind proof/rain proof coat was required for the fliers. The judges Ian and Gordon did however need several more layers to cope with sitting out in the open for the day. Merryfield is normally one of the best attended events of the year, but I suspect that because of the weather forecast, only 12 fliers attended this time.

Jim Reeves was first to fly with his electric Wedell which flies well in the wind, but he did lose some marks on both his flights after the top hatch with canopy and pilot departed the plane during his flight. Steve Fish decided to fly his trusty Spitfire rather than risk the Tempest, and put in a very good flight. I flew my old Hurricane and the flight went reasonable well apart from the roll. Mike

Fish then flew his Chipmunk, making a welcome return to scale comps after a break of many years. Mick was flying his Strutter, but he was not happy with the engine performance, and after some changes during the lunch break he managed a better 2<sup>nd</sup> flight.

Pete Fullard decided to fly his new Hurricane built from my unfinished plans, despite the weather and all went well until the engine quit at the bottom of the descending circle. This resulted in a wheels up landing



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on the runway luckily not doing too much damage, apart from grinding away the carb intake which the static judges at Barkstone didn't like anyway!!! Martin flew his trusty Leoning but decided to land early in the flight as he had a problem with the rudder. Dave Gibbs was last to fly in the round and suffered a spinner failure which then destroyed his expensive carbon prop as it came off, but he managed a safe forced landing without further damage.

The second round in the afternoon all went well with Steve Fish putting in an even better flight which none of us was able to beat and was the deserved winner. Pete's Hurricane almost stopped again at the bottom of the descending circle, but he went on to complete the flight ok despite the engine running very rich once it got airborne. During the afternoon the sun even came out allowing us to take the coats off for at least 10 minutes, but we also had a short shower again and had to cover the models up.

Thanks again to the local club for allowing us to use this excellent venue and we all had a good day despite the British summer.

Steve Fish	Spitfire
Dave Knott	Hurricane
Ian Bryant	Diablo



Pictures show the flightline at Merryfield.

### **FAC NATS, GENESEO, USA. 18<sup>TH</sup> TO 21<sup>ST</sup> July 2012** **Andy Sephton**

Three of the UK's top free flight scale modellers, Mike Stuart, Derek Knight and Andy Sephton made the journey to the USA to unofficially represent the UK and the BMFA by competing in this years Flying Aces Club's Free Flight Scale Nationals at Geneseo in the USA.

The first day was taken up with registration and static judging and the following three day's with flights. US free flight scale models differ from those in the UK. By putting the emphasis on duration, such things as increased dihedral, enlarged tailplanes and tissue finishes are not penalised. Multi engines, especially pushers are given a bonus, as are low wingers, multi wingers and floatplanes. However, models are meant to fly and the max was set at 2 minutes for most of the competitions.

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Mike gained first place in "Rubber Scale", Andy managed second place in 'Aeronca Chief One Design' and Derek Knight managed third in "Russian Aircraft Mass Launch" and fourth in 'Power Scale". So, the three came back with a first, second, third and fourth between them, which can't be bad given a total entry of over 150 modellers!

## STOP PRESS

**Extra RC event - Flying Only, Warboys, 30<sup>th</sup> September**  
see: [www.scalebmfa.co.uk](http://www.scalebmfa.co.uk) for details

## A REQUEST FOR INFO

I've had a request from a Dutch modeller, Dick Van Mourik, for information on the Salmson powered Comper Swift. If any of you have any information on this machine that I can pass on to Dick, three-view, pictures, colour data, etc, then please get in touch with me.

Contact details below.

## SOME FINAL WORDS AND AN APPEAL FROM THE EDITOR

I've expanded the newsletter to include both free flight scale indoors and out and I would hope to include control line in due course. You may also have noticed that there are a few reports missing from some of the meetings.

So, control line and radio flyers, I need YOUR help to expand the pages of this Newsletter.

Also, for everyone in the scale model aircraft world, I need relevant articles on technique, reports and generally anything relevant to flying scale models for the Newsletter....and anything you believe relevant for the PRO. Tell me what you think and want, I'll listen to all you have to say, especially if you wish to criticise. But if you do choose the latter route, please make it constructive and add your preferred solution.

My contact details are repeated below, please get in touch.....

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