



Editorial
Andy Sephton



The Scale Technical Committee (STC) Newsletter is here at last....and did I hear someone say “....about time too!”? I must admit that apologies are due on my part as I’ve had some reports waiting for publication for some time.....

That said, it’s been an interesting time since the last Newsletter with our National event at Barkston Heath being cancelled last year and the introduction of a new BMFA National Flying Site this. Cancellation of Barkston for the RC Nationals led to late changes in venues and low entry numbers in our own Scale National Event. This year, and with the agreement of the BMFA Free Flight Technical Committee Chairman, the Scale Free Flight Nationals were held with the BMFA Free Flight Nationals at Barkston Heath during the end of May Bank Holiday. The RC and CL Nationals are returning to Barkston in August.

On the subject of cancellations, the STC agreed to cancel the 2016 Scale Indoor RC Nationals due to lack of entries and lack of helpers. It was a difficult decision to make and in many respects, a sad one. However, the good news is that the 2017 event was held in March at RAF Shawbury and overall, was a great success. The next event has been provisionally booked at RAF Shawbury on 4th March 2018.

For the Scale RC flyers, I’d like to welcome Mike Sollitt onto the STC. Mike has been organising BMFA Scale RC competition for this year (2017). He’s planning 15 events over the whole of the country, so if you want to enter at least one of these, distance should not be an issue. Mike’s contact details are on the STC website: www.scalebmfa.co.uk

STOP PRESS

Rule Changes, Notices and Scale Indoor Championships Meeting Dates for 2018

The following was agreed at a recent BMFA Scale Technical Committee meeting. Please treat any rule changes as draft until the Rule Book and Judges Guides have been amended and issued in January next year.

- With immediate effect, to encourage judges/officials to attend Scale meetings, it was agreed that a claim of 15p per mile would be supported to help pay for travel expenses for those who volunteer their help at BMFA Scale meetings. Agreement should be obtained from the CD prior to the event. Travel claims should be submitted to the Treasurer of the STC, together with a recent VAT receipt for fuel. Forms will be available from the CDs. This decision will be reviewed at the end of the year.

- The maximum **weight limit for Scale RC Indoors** has been increased to 300gm with effect from January 2018.
- To encourage new models, from January 2018, **Kit Scale Indoors** models that have achieved a podium position in Kit Scale at the BMFA Scale Indoor Nationals, i.e. they have achieved 1st, 2nd or 3rd place, will not be allowed to enter any subsequent Kit Scale Indoor Nationals event.
- Further in **Kit Scale Indoors**, when the number of rounds are reduced to three, the score for the best flight will be doubled to obtain the flying score. If four rounds are flown, the best two flights will count, as before.
- Provisional dates for the **Scale Indoor National Championship in 2018** are: **RC - 4th March (RAF Shawbury)** and **Free Flight - 15th April (Walsall)**. There is also a provisional booking for a **Scale Free Flight** meeting at **Bushfields, Peterborough on Saturday 10th March 2018**
- The STC will be holding a **free of charge Scale Judging Seminar** during the RC Championships at Barkston Heath on the evening of Sunday 27th August at the Scale Tent. To confirm timing and final details, check-in at the Scale Tent during the day on Saturday 26th and/or Sunday 27th.

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As always, I welcome comment and criticism. If you have anything to say or would like your views published in this Newsletter, please get in touch via email or phone.

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So, onward and upward....let's look now at reports from BMFA Scale events for last year and this:

**13th February 2016 - Indoor BMFA NW
Free Flight Gala Report - Manchester
Velodrome
John Minchell**

On Saturday 13th February the fifth BMFA Northwest Free Flight Indoor Gala took place at the Velodrome in Manchester.

This was an all-day indoor free flight event run jointly by the BMFA's Indoor Technical Committee (ITC) and the BMFA's Scale Technical Committee and was kindly sponsored by the Northwest Area BMFA.

The event catered for both duration and scale models.

The duration classes were F1D, F1M, F1L, Penny Plane, Legal Eagle, No-Cal, and Bostonian. The Scale competitions consisted of Open, Peanut and Pistachio classes. The Open Scale was judged on





Chris Chapman's
Hawker Fury (won
Modellers Den
Peanut trophy)

flying only, while the two smaller classes were judged and scored to the standards used at the Indoor Scale National competitions.

There were 20 entrants for this event, which included two Juniors. The event doesn't have to be pre-booked, with participants coming from as far as Sheffield, Birmingham and East Yorkshire. Multiple entries were allowed and each competitor only paid one entry fee with the Juniors being

free.

This year the event attracted a number of spectators, although not as many as last year and with helpers approx. 35 people attended the event.

An itinerary had been set through the day giving all competitors a chance to complete trimming and competition flights. This worked well and the day ran to schedule ending a little early.

The most popular classes entered were, Penny Plane with 10 entered although only 9 posted flights, then Open Scale and Legal Eagle with 9 and 8 entries respectively.

Notable performances were:-

- ☐ Reg Boor winning in Open Scale, with his Spitfire Mk VIII,
- ☐ Tom Tomlinson winning F1D, F1M, Penny Plane and Bostonian.
- ☐ Chris Chapman winning the "Modeller's Den Peanut Trophy".

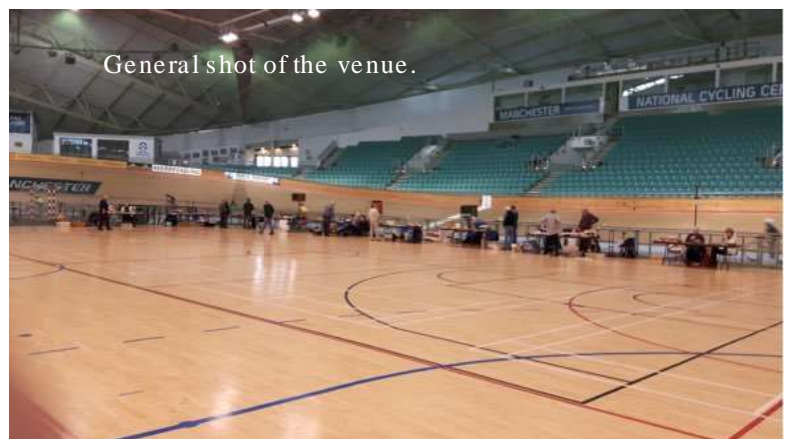
The overall Champion was decided by ranking each event. As it's more difficult to win an event with say 8 entrants a reverse system was adopted, as such the winner of this event would get 8 points and the 8th placed entrant 1 point. However to make it fair if someone had entered the same event twice only their best finish counted. This resulted in the top three being:-

1st Tom Tomlinson

2nd Pete Woodhouse

3rd Neil Stewart

Each Class winner received a pack of Balsa wood which was purchased from Mark Benns the sponsorship provided by the Northwest Area BMFA. Second place received an aircraft related picture, being provided by the Scale Committee and the overall champion a large bottle of wine courtesy of Mike Colling.



General shot of the venue.

The ITC and Scale committees would like to thank everyone for their help and support in making this a successful and enjoyable event.

1st May 2016 - Scale Indoor FF Nationals, Walsall

John Minchell



Derek Knight winding his
Hawker Fury.

This was held at the same venue, the Walsall Campus Sports Hall, as last year as it was such a success.

I won't give a blow by blow account of all the flying proceedings, firstly because Andy Sephton has written one in the last BMFA magazine and secondly because I couldn't. Results are on the STC website. I spent most of the day running around dealing with the issues which cropped up and the unexpected problems which past organisers will be smiling about, but as this was Graham's and my first effort, there were the inevitable issues we had not foreseen. So this is more of a summary of one organisers' trials and tribulations. It must also be remembered that Graham and I have only agreed to do this for 3 years, so one (or two of you) need to start thinking about shadowing us between 2017 and 2018 ready to take over because if no one does then there will be no indoor scale nationals in

2019.....

I would like at this point to publicly thank Andy Sephton as he had built up the event over the 4 years of his tenure and refined the procedures needed, so by his final year Graham and I only needed to carry on his good work.

Andy was also always available to help me over the winter and in the lead up to the event to give advice and help answer any questions I posed. As a small community of modellers who compete mostly for fun and to improve our abilities, it is people like Andy who freely give of their time and expertise that make the whole modelling pastime such a pleasant and fun experience.

We had an increase in competitors over last year and a strong contingent of Dutch competitors as well as Robert Pajas from the Czech Republic who also generously allowed us to use an image of himself for the promotional poster.

Kit scale was by far the largest group with 30 entries. The struggling Pistachio class competitors obviously realised that it was going to be canned for 2017 if entries stayed low, so it was a nice surprise to see 10 entries.

The glider class carried on the growth momentum and we ought to start thinking about if this can become an official class in a few years' time. Although where we will find the time and judges to do static scale marking in addition the flying will hopefully be a problem for our successors.

I only got to see very few of the actual competition flights but remarked in passing to a small group after seeing Mike Stuart's Fox Moth fly so slowly and stable that everyone else would be fighting for second place. Most of them were grumbling in agreement! Mike was awarded the Aeroplane monthly painting for the best light aircraft - well deserved. That was one of the many "issues" as this should have been presented to Mike on the day as it was returned to me and I forgot about it once I had put it safely in my car.

I think the overriding issue was one of keeping to the days' timetable and Kit scale, due to the largest entry, was falling behind the timings. I consulted with Graham and also looked at giving those who had not made an official flight to fly in the last round but quickly realised that this may disadvantage a competitor who had already put up a qualifying flight but may also be able to improve on it with another flight.

So it was can a round, or speed everyone up. Fortunately the resident actor and TV advert voice-over man Pete Smart, managed to get enough threatening announcements out, that in conjunction with shaving 10 minutes here and there things were slowly brought back into line. We realised that the flying order board, by being below head height, was being obscured for some competitors and that for next year will be dealt with together with everyone having a printed list of the flying order. Hopefully a large LED monitor screen or projected image above head height will be used for the whole list of entrants for each class so everyone can see it.



Open Rubber judges Jan Pallister and Paul Briggs



There were a few judging issues which were resolved on the day and a couple which weren't but only one complaint over the event. That person has decided not to compete next year so I have asked for him to help with the judging but remain positive that a good job was done by all who stepped up to help out. Since without these people there would be no Nationals. As many of the old guard are falling off the perch or are becoming unable to help, so more and younger folk will be needed to plug the gaps in future.

On that note, it was good to see RCM&E Scale Columnist, Danny Fenton, participating, not only in kit scale with a model only started 3 weeks before the event but also taking his first plunge into judging – also enthusiastically helping set up the night before too.

There were a couple more people I think merit a mention in despatches, John Markovitz and Ralph Sparrow also entering their first nationals. More new faces for indoor scale was good to see.

The good lady wives of certain modellers need a special thanks for their sterling work on the door taking the entrance monies and organising the raffle and selling the tickets. As many of you will know the Nationals would not be financially viable if not for the raffle prizes generously donated by you and the tickets sold by Poppy and her team.

All in all, and judging from all the emails we received afterwards, it was a good Nats. Bill Dennis commented that it was 'one of the best he had ever been to', and that's good enough for me!

How to improve for next year – well I sent out a request for feedback following the event and got some sensible suggestions and some not so sensible. Graham and I have discussed this at length and with some slight tweaking of the days' timetable and dropping one of the two fun events (mass launch) feel that overrunning the timings can be cured. After all, the mass launch and round the balloons air race, were put in a few years ago to buy time for the scorers to collate the score sheets and produce the final placings, but not part of the official national's competition. Confirmation of this will, of course, be communicated prior to the event next April as it all may change yet.



Happy landings,
John Minchell

The Dutch modellers pose for a
group photo

15th May 2016 - Scale RC Flying Only - Osbournby Dave Knott

We arrived at Osbournby to find light, variable winds and moved the pits area several times before settling down to get on with the comp. With a good turnout of 15 entries I decided we needed to drop one manoeuvre to save time.

There was some good flying in the first round with Alan Glover putting in the best flight with his Tiger Moth closely followed by several other flyers. Richard Crapp was flying his new Junkers

which looked a bit of a handful at the moment. Hopefully he will get it sorted out shortly. Dave Toyer flew his Fokker D7 which now has a reliable Laser engine fitted that keeps running.

Unfortunately in a landing accident, John Carpenter badly damaged his Comper Swift. Also Steve Jackson's Avro 504 was damaged when it failed to flair out on landing. My Hurricane was prone to this problem until I moved the C of G backwards a bit. Martin Fardell flew his new electric Hawk Moth, which unfortunately I did not see fly as I was doing some of the score entries. While entering the scores I entered a 0.5 score instead of an 8.5 on my own flight scores!!! Hence the corrected scores, but it did not affect the positions.

In the second round I managed to put in a good flight, to get the high score of the day, which was helped by the wind dropping during my flight. Most flyers managed to improve slightly on their second flights as they got back in to competition flying.

Mick Reeves engine in the Strutter did not want to take part in the competition although it ran fine during the lunch break.

My second round score was enough to make me the winner, overtaking Alan Glover who was 2nd. Local club member John Elkington was 3rd with his Cessna, just a few points ahead of Pete Fullard and his Wyvern.

Thanks to the Derek North and the Osbournby club for the use of the excellent flying site and also the judges Ian and Robin who sat out in the cold all day.

Dave Knott

28th - 29th May 2016 - BMFA Scale Free Flight Nationals - RAF Barkston Heath

Bill Dennis



*Peterborough's
Gareth Tilston with
Fokker Monoplane*

Kit Scale, Flying Only Events

The three unofficial classes were well-supported, with 20 in Kit Scale, 9 in AeroModeller/Model Aircraft Plans Flying Only, and 15 in Open Flying Only.

Kit Scale continues to be a success and is gaining in popularity. No changes are proposed to the rules, which should be included in the Rule Book this year.

Aeromodeller/Model Aircraft Flying Only was relatively successful in terms of entries, but very few new models are being built, and those entered are duplicated in the Open event. I propose it be dropped for next year

Open Flying Only was again a success and popular. These rules too need incorporation in the rule book.

The Official BMFA Events

These were run by Andrew Hewitt. Entries were worryingly low, although I counted 10 spectators who had competed before. The highest scoring new model was Bill Dennis' Jungmann (3120)

Next Year

Following the Nationals, I canvassed opinion on next year's event. Two people had no preference between May and August; the rest were strongly in favour of staying at the May FF Nationals.

My previous arguments for August were:

1. Better weather – not a big factor from respondents
2. More good flight judges available; we had good local judges, plus Chris (good, not local!) this year
3. Poor attendance in May – no longer the case.

The August Barkston Nats, even if they take place, have moved too far away from what we do and have become unenjoyable (for free flight). The BMFA FFTC have invited us back and seem confident they will have Barkston again. Lets hope that their confidence comes to fruition!



7th August 2016 - Baldock RC Flying Only and 11th September 2016 - WLMAC Flying Only

Andy Sephton



I was judging at both of these events so I've decided to report on both of them together in the form of Judges Feedback and thoughts for next year.....

Baldock was windy but WLMAC was calm. However, the models flown by the entrants were similar. Watching them trying to land taildraggers in the gusting crosswind at Baldock was interesting to say the least. Personally, I'd have flown a relatively heavy tricycle undercarriage aircraft at Baldock and a light Edwardian at WLMAC....if only I'd had them both available!

Notwithstanding the weather, I was surprised by several things over the day, not least being the apparent lack of understanding of the Scale Rules by the competitors.

Procedure turns were flown on the wrong axis, stall turns were carried out in the 'wrong' direction, manoeuvres were called at the 'wrong' time and with the 'wrong' name, and in some cases, the relationship between the manoeuvre as flown and the manoeuvre as described in the Rule Book appeared to be purely coincidental.....

And finally, I was also surprised at the choice of manoeuvres made for some of the aircraft. For example, a touch-and-go on a gusting wind day is not really a good choice. Further, a spin is an easy manoeuvre to carry out and present but a lazy eight is extremely difficult to make symmetrical. So why fly the latter with an aerobatic aircraft when the former may be achievable?

My advice is:

- Read the Rules
- Read them again and chose appropriate manoeuvres for your prototype
- Read them again, referring to the Judges Guide, to see how the manoeuvre should be portrayed.
- If possible, bring two models, one for windy conditions, and one for flat calm!

I'm aiming to enter myself next year, so if I don't practice what I preach, you have my express permission to tell me so!



**2016 FAI World Championships for Scale Model Aircraft 20-28 August 2016
Ploiesti, Strejnic, Romania**



from a Report by Steve Kessel

(Editors Note - I'm indebted to Team Manager, Steve Kessel, who has kindly allowed me to use his formal report and photographs of the Championships for the basis of the following article)

Many FAI international aeromodelling competitions are held in Romania but when it comes to F4 events there has been a lack of interest in supporting them in recent times. The European Championships planned for 2011 did not happen because the preliminary entries were too low and for a while it seemed as though the 2016 World Championships might suffer the same fate. In the end the Championships went ahead contested by teams from 10 countries with 21



individual competitors in F4C and 24 in F4H. This is 6 countries fewer than at the last World Championships in 2014 when there were 39 individuals competing in F4C and 25 in F4H. Nevertheless, the competition was strong with the top scoring individuals and nations from 2014 returning to compete with some very close scores.

The UK was represented by a team of three in F4H who acquitted themselves well by bringing home bronze in the team competition. This is one place down on the silver medal in 2014 but the competition was tight with painfully few marks separating the top four places (France 91.3%, Switzerland 89.7%, UK 89.2%, Czech Rep 88.3% - results normalised compared with a perfect score). Individually our competitors placed 6th (Richard Crapp), 7th (Dave Toyer) and 12th (Mick Reeves) with Richard achieving second place in static.

Part of the reason for the close scores can certainly be attributed to the more prolific use of gyros. Like them or loath them they are here to stay and to be competitive you have to use them. Accordingly, gyros are approved for UK BMFA Scale Competition from 2017.

The most disappointing aspect of the event was the lack of local support for the organisers. Several 'helpers' had let them down in the week before the championship and so the flying started without a

MZ250 Model Transport



Flight Line Director. It was only when the Norwegian team manager, Paal Linden Anthonisen, assumed this role that the organisation improved. He worked with a local Romanian helper, Sorien, to ensure that the competitors were ready when it was their turn to fly. The inputting of scores and production of score sheets would also have been in jeopardy had it not been for Chris Allen and Narve Jensen stepping into the breach.

In contrast, the competitors made this a very friendly championships. The French brought a lot of equipment with them and were quick to offer help to anyone that needed it, but the highlight in this respect must be the aforementioned Sorien who loaned an engine to Tony Ogle, from Australia, after his original wrecked itself during a practice flight before the competition had even begun.

The Team Trials were held at Dishforth on 20th September 2015 embedded in a Flying Only competition. The STC had taken the decision not to have a dedicated team trial because at this stage there was a considerable uncertainty whether the world championships would go ahead. Also, many of our competitors had stated months beforehand that they would not be interested in travelling to Romania.

The flying scores for the trial were added to the static scores from the 2015 Nationals plus the best two previous flights in the 2015 season to determine the order of selection as: 1st Mick Reeves, 2nd Steve Jackson, 3rd Jim Reeves, 4th Richard Crapp, 5th Dave Toyer. The places on the team were offered in order of merit but, as suspected, Steve Jackson and Jim Reeves declined to accept their places, so the final team was confirmed as Mick Reeves, Richard Crapp and Dave Toyer.

The STC appointed me, Stephen Kessel, as Team Manager in January 2016 after advertising the post on the BMFA website. There were no other applicants.

All the team members and our single supporter, Neil Tidey, travelled to the venue by air. The models were sent on ahead by DHL and arrived two days before the team. The organisation of the model transport proved very time consuming and was more expensive than driving, but overall it was worthwhile, everyone arriving fresh and ready for the competition. In Romania we hired a minibus. The contest site was about 45km north of Bucharest airport; a straightforward drive on a 'relatively' good roads for Romania. Some of the Italian Team drove all the way and told how they crossed 450km on dirt roads!



Mick's Sopwith 1 $\frac{1}{2}$ Strutter

The accommodation offered by the organisers gave the choice of the Hotel Central in Ploiesti where the judges and jury were staying, the Aviation Academy or Romanian Aeroclub on the airfield or, for those with caravans, camping on the airfield. We chose to stay in the Aviation Academy, which proved to be spartan but perfectly adequate. It gave us the advantage of being based on the airfield, which from previous experience was the preference of the team. The meals, like the rooms, were adequate; nutritious but definitely not Cordon Bleu! Fortunately there was an outdoor bar on the airfield which served very good BBQ sausages that went down well with some liquid refreshment. We also sought out the local Carrefour and put Mick's satnav to good use locating the nearest McDonald's!

The venue for the championships was the Aerodrom Strejnic about 5km west of Ploiesti (60km north of Bucharest). The airfield is run by the Ministry of Transport and Infrastructure, has a training school for pilots and is home to a fleet of Cessna 172's. There are two runways one grass 1200m long and one tarmac 800m long, both about 30m wide running approximately E/W. F4C and F4H were flown from the same flight line located in the centre of the tarmac runway. The hangar for display and preparation of the models was a clean bright space approximately 35m x 40m. Tables were provided for all the models. The space also contained the organisers' office and the official weighing station. The latter was in the front of the hangar; not an ideal location because it was subject to wind disturbance!

Static judging was done in another hanger conveniently located next to the display hanger. This was another clean bright space with white walls that provided an ideal neutral backdrop for presenting the models. Two flat bed trailers were used to take the models out to the flight line, usually towed



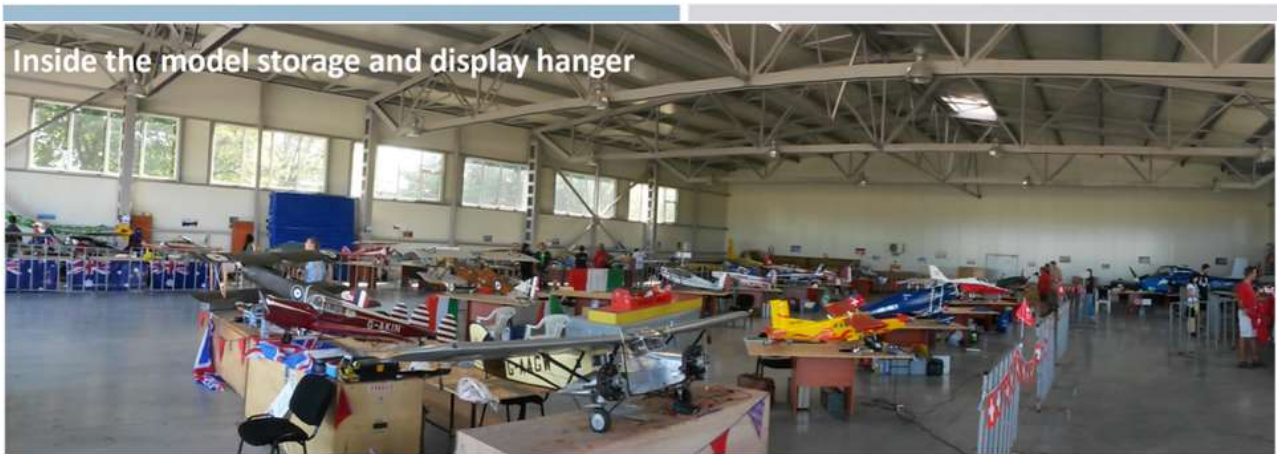
Richard's Westland Wessex

by cars but a MZ250 motorcycle sidecar combination was also used as a tow vehicle. This often struggled with the load and, not unsurprisingly, the chain broke on one occasion!

Registration of the teams and model processing started on Saturday 20th . There was a seminar for the judges on Sunday 21st. The initial Team Managers Meeting took place late in the afternoon lead by Marius Conu and Narve Jensen. We were introduced to the judges and it was confirmed that the same team of flight judges would be used for both F4C and F4H. Stan Alexander (USA) was Chief Flight Judge, Chris Allen (GBR) Chief Static Judge F4H and Johan Ehlers (RSA) Chief Static Judge F4C.

The first task was to draw the order for flight and static judging. It was: Australia, Norway, Czech Republic, Poland, Switzerland, Italy, Romania, Great Britain, San Marino (did not show), Austria and France. The Australian Team Manager, Gregg Lepp, asked if Australia could be put last in the judging order for F4H because one of their competitors had suffered an engine failure in practice on Saturday and needed extra time to get his model ready. Sportingly, there was unanimous agreement to do this. I chose the flying order for the British team as Mick Reeves, Dave Toyer, Richard Crapp.

Stan Alexander reminded everyone that aircraft declared as non- aerobatic must only fly the manoeuvres listed as appropriate for 'non- aerobatic' types in Volume F4 of the FAI Sporting Code and stressed that such aircraft would score zero for any other manoeuvres. In fairness to everyone I asked for the allowable manoeuvres to be posted on the noticeboard. There was also a reminder that the only manoeuvres allowed to be flown off the judging line are Take- off, Touch- and- go and



Dave's Miles Messenger

Landing, and only if the wind is not down the judging line. Chris Allen reminded everyone that the F4H rules restrict the number of photographs of the prototype to five for static judging. He also stated that F4C style documentation presented for F4H competition would be treated as void.

Static judging would start at 9am on Monday 22nd and take approximately 15 minutes per model for F4H, 25 minutes for F4C. Flying would start later on Monday when sufficient models had been statically judged, flying order to alternate between F4C and F4H.

We were reminded of the rules that had come into force for this Championship as a result of the last FAI Plenary meeting, one of which was the introduction of 'peer review'. Narve Jensen stressed that for any peer review challenges to be successful they would need to be backed up by concrete evidence. Later in the week the declarations of all the competitors were pinned to a notice board for all to see. The arrangements for weighing the models were also explained.

The opening ceremony took place early on the evening of Sunday 21st. The teams gathered in front of the model hangar for a very short ceremony followed by a flamboyant aerobatic display complete with smoke by a local pilot in his home built aircraft.

I stressed to the team that I wanted them to take advantage of the opportunity to practice, especially considering that the models had been broken down more than normal for transport and that we were using fuel from a local supplier. By early Saturday afternoon the models had been assembled and



the engines run up. First to make a test flight was Richard with the Wessex. The wind dictated a take-off across the runway and the model only just got away in the length of tarmac available. It soon became apparent that there was a problem with the trim. Richard had to dial in full up on the elevator trim and was still pulling back on the stick to keep level. After one circuit the Wessex was brought round for a landing with the wind still across the runway. It touched down right on the edge of the tarmac but was soon running out of space on the ground run. Richard tried to steer it down the runway but could not avoid a landing light which brought things to an abrupt stop. The starboard engine nacelle and undercarriage had hit the lamp and suffered a lot of damage. We gathered up the pieces and went back to the hanger to inspect things in more detail.

Fortunately, although many individual parts were battered and bruised, it was all repairable. The starboard wing had to be removed for repairs to the root rib and side of the fuselage. The dummy engine was also removed for repair and there was damage to the front of the fuselage, the engine bulkhead had been knocked loose. Dave made the repairs to the wing and Mick tackled the dummy engine whilst Richard concentrated on the fuselage, engine pod and undercarriage. By Sunday lunchtime the model was back together again. However, the team effort required meant that neither Mick nor Dave had a practice flight. In Mick's case this was to cost us the first competition flight, aborted half way because of an engine problem that would have been detected in practice.

The trim problem that caused Richard to land early on the practice flight was found to be down to a change in the programmable settings on his transmitter. It is not known how this happened but it was soon rectified and caused no further problems.

During the preparations for the competition we also had problems with the weight of the Wessex. The model weighs in very close to the 15kg limit, but this time our first test weighing showed it to be 15.1kg. Concerned that it may have absorbed a lot of water during transit we pushed it outside to cook in the midday sun for a while. When weighed again it came in at 14.85kg. A testament to the sponge like properties of balsa! All subsequent weighings were under 15kg.

The model was uncomfortably close to being disqualified for being overweight and the Czech team, who were very close behind us in 4th place were taking photographs of the final weighing. The lesson to be learned from this must be to build to a weight comfortably under the limit.

Another practice session story worth of note concerned Anthony Ogle, an Australian F4H competitor. He was flying his Nieuport when the engine went sick and he was forced to land. On inspection it was found that something had broken up in the Seidel 7 cylinder radial and it was beyond repair for the championships. Help came from one of the Romanian helpers, Sorien, who loaned Tony a DLE 30 engine and worked with him over the Sunday evening and Monday to install it. It enabled Tony to compete and gain a very creditable 11th place at his first world champs.

Static judging commenced on Monday 22nd ; F4H was completed in one day but F4C ran into a



second day. It was conducted in an open fronted hangar with other competitors able to observe from a distance. Each class was judged by a panel of three judges.

Our competitors' scores in F4H were very pleasing. Richard Crapp placed second despite the damage incurred from the mishap with the landing light. Dave Toyer was 5th and Mick Reeves 10th. Top place in F4H went to Gody Fischer of Switzerland with his Pilatus P6 Porter.

In the F4C competition the top three were: 1st Andreus Luthi of Switzerland (Bucker Jungmeister Antares), 2nd Pavel FencI of the Czech Republic (Knoller C II) and 3rd Piero Santucci of Italy (Ansaldo SVA 5). Full static results are given at the end of this report.

The flying for our team started on Monday afternoon with Mick Reeves. Unfortunately, things did not go well for Mick. After a mediocre start the engine went sick and manoeuvres 8 and 9 had to be scrubbed to bring the model in for landing. The flight score was just 1,371 points. On inspection it was found that the carburettor had come loose. This was duly fixed and the engine then performed flawlessly for the rest of the competition.

Dave's first flight was on Tuesday morning. He had not been feeling well but put in a good flight, except for the figure 8, to achieve a score of 2,180.5 points. This was despite the receiver going into fail safe mode for a few agonising seconds; something that also happened on his subsequent flights; no reason for this was found.

Richard's first flight was late on Tuesday. It was a good effort that returned a score of 2,163 points. At the end of the first round the individual positions were: Richard 6th, Dave 8th and Mick 24th. The team position was 5th.

The second round started on Wednesday. Dave flew first and improved significantly on his first round to score 2,389.5 points. Later in the day Richard also bettered his first round to score 2,336 points. I was calling for him and thought the triangular circuit was one of the best I have seen.

Mick had to wait until Thursday morning for his second round flight. He pulled out all the stops and scored 2,209.5 points. The landing was particularly good; three judges gave it a 9, but strangely one only scored it 7.5! It was a cross runway landing that came in dead straight touched down on one edge of the tarmac and rolled to a stop just before the other edge.

At the end of the second round Richard was 5th, Dave 7th and Mick 18th, the team position was 3rd.

We had to wait until Friday for the third round flights. Once again all three of our team put in very good flights, Mick flew first and scored 2,300.5 points, significantly improving his individual position. Richard flew next and scored 2,306 points and finally Dave who scored 2,326 points.

At the end of the competition our individual positions were Richard 6th, Dave 7th and Mick 12th. Our team position was 3rd.

It was disappointing not to retain the silver medal our F4H team won two years earlier in Marmande but the competition was very close and there was very little between the top four teams. (France 91.3%, Switzerland 89.7%, UK 89.2%, Czech Rep 88.3% results normalised compared with a perfect score)

The closing of the Championships started Saturday lunchtime with a short aerobatic display by two Extra aircraft from the Romanian national team. Later in the Afternoon the Prize Giving Ceremony was held in front of the model display hanger and the Championships were officially closed. The banquet followed later that evening at the Hotel Central in Ploiesti.

26th March 2017 - Scale Indoor Nationals, RAF Shawbury

John Minchell

I am very happy to report that we had successful nationals, having risen from the ashes of last October's cancelled event. The entry list included 13 for the flying only class and 6 for the scale class, although there were a couple of last minute cancellations. With the added pre-publicity this year and a last minute article in the BMFA news, there were of the order of 20 spectators as well. Three came from Hull, a couple from Aberystwyth and one determined chap came all the way down



RC Scale Winner, Danny Wynne
Fenton with OD Piper Cub

from north of Edinburgh just to watch and learn! In addition there were a couple of fun flyers plus one competitor trimming a new model for April's indoor FF nationals, all of which ensured that financially the event paid for itself.

I do hope that everyone's efforts will pay off in the future and it certainly looks that way since in talking to a number of the spectators and two of the entered competitors who had to scratch, it would seem that we have about half a dozen more folk prepared to have a go next year. I would really like to see someone fly the scale schedule with a helicopter.

My observations are really what I saw on the day, rather than a blow by blow account of each round of the competition. I shall leave that to others as no doubt Alex Whittaker, Danny Fenton and Andy Sephton will have reports published in the modelling press and the BMFA News.

The standout scratch built models for me were Danny Fenton's Piper PA18 Cub, but I can say that as he is a member of the local Shawbury club, I have seen it from its first flights through all the trimming trials and tribulations to competition with all the attendant changes and additional detail. I would also like to single out for mention as well, John Bowerman's Sopwith 1 ½ Strutter, built from a free magazine plan and superbly finished. Danny and John called for each other over the day. They were christened "the chuckle brothers" by the flight judges due to their propensity to be nervously laughing during their flights.

By comparison the two juniors, Nathan and Liam Strefford, who were competing and ably helped and encouraged by their grandfather Eric Strefford, were christened "the horizontal brothers" as they were so laid back during their competition flights and not fazed at all by the pressure.

Paul Hoey's Sopwith Triplane was beautifully made and finished, although by his own admission a little heavy, which affected its ability to be easy to fly indoors due to its speed. Paul coped well though to finish third.

One other model which stood out for me, not only for its size, but also because it was in the flying only class and not the Scale scratch built class, was Graham Smith's Short Scion twin. This model only weighed 4 ½ oz. (130g) but had a 5 foot wingspan. It flew at walking pace, about the same as an F3P indoor aerobatic model. There were even comments that as a light 5/6 seater transport, its scale speed



Graham Smith with
Short Scion

was too slow. Nevertheless it was just as impressive as his previous Voisin contest winner of a few years ago. Most people stopped talking to watch it fly.

Aside from the usual issues which organisers have to deal with, the only real problem was the speed which competitors were getting ready for their flights after the previous pilot had finished. The rules say that each pilot must be aware of his position in the flying order and be ready to fly in case the pilot before him fails to start. Yet I spent most of the first round chasing up people to get ready to fly. We trialled a large TV with the flying order on it, yet people were still busy talking and the situation only improved in the afternoon once folk got used to who was immediately in front of

them in the order.

It was fortunate that no FF competitors were wanting to use the large hall for trimming, as the four rounds of R/C flying took all day long and I cancelled the FF slots early on. Of course the advantage that Shawbury has is the second netted off space of a 5 a side football pitch, where the free flighters could trim or sport fly all day long.

Unfortunately a rather large gotcha clouded the otherwise excellent day of scale competition flying.

Namely some miscalculation of the final results which meant that the scale class

final positions announced on the day were all changed, although it did not affect the top three in the Flying Only class. The issue was rectified by email and telephone after the event.

In closing, I should like to give thanks to the flying judges Chris Allen and Doug Hunt, the static judges, Ian Pallister and Dave Whitehouse. To Paul Rich for scoring, Jo Halman who came up to her first scale event and presented the prizes. Graham Banham for handling the entries and Andy Sephton for “behind the scenes” support and mentoring.



2nd April 2017 - Scale RC Flying Only -Dishforth

Mike Sollitt

The Scots Finally win the “Calcutta Cup”



The Winning Scottish Team.

A colder than expected day greeted the first arrivals at the opening BMFA Scale Competition of the year, we had already lost the first planned event of the season at Osbournby due to high winds of over 20mph and we were a little concerned that the early arrivals at RAF Dishforth were being greeted with a light drizzle, not at all what the weather forecasters had promised.

The event had for many years had a Scots versus the English element to it which had sadly dwindled to a distant memory until the event was just a normal scale competition (club get together for those who regularly take part). This year we set out with the hope of reviving the patriotic element to it by having a trophy for a team event between the number of Scottish flyers taking part and an equal number of English flyers drawn at random from the English contingent.

The type of trophy went through a number of options before our deciding on a Quaich. For those like me who had never heard of such a thing, a Quaich is a two handled Scottish drinking cup where tradition has it that it is filled with whisky and passed around friends at gatherings. Our Quaich was kindly donated by Chris Allen, who has also made the base upon which it is mounted.

We decided that we should call the trophy the BMFA STC Calcutta Cup in the hope (and belief) that the holders of the trophy would follow the same pattern as occurs in rugby between England and Scotland and that it would spend most of its time south of the border.

As the time for starting approached (10.00am) we were looking good from an English perspective but disappointing from a Scottish perspective with only one Scot to be seen. Then as if by magic a small convoy of our Scottish brethren swept onto the tarmac making the number of Scots up to four and giving us fifteen competitors for the event, almost doubling last year's entry of eight.

The draw for the English Team took place and left the two teams as follows:

Scots	English
Jim McCall	Dave Womerseley
Alex Kennedy	Brian Wood
Jim Currie	Jim Reeves
Davie Fisher	Dave Toyer

The competition followed the normal course of events as happens at your local clubs. We had one servo mount that was broken and had to be repaired and one glow battery that had mysteriously lost all its charge despite being fully charged the night before,. On the other hand, all models made it to the starting line.

With judges Geoff Brown and Paul Blakeborough positioned off we went with spirits high. It was looking quite tight as the first round progressed for both the top few places and the team event.

It was then the turn of Dave Toyer to fly his Gloucester Meteor which is electric powered and as it was the only twin at the event we all lined up to get a good view. Dave opened the throttles and away she sped down the runway gathering pace going faster and faster, getting smaller and smaller but with no signs of wanting to leave Mother Earth. After another ½ mile of slowing up, she returned to the start point with a second valiant attempt to join the fray, but unfortunately to



Dave *Fisher's* winning
Cirrus SR22T

no avail. Back to the title of this little piece "The Scots finally win the Calcutta Cup" four fliers to three.

As you can imagine the Scots were loud and irrepressible from this point on and Dave was clearly disappointed and yet he exemplifies all that is good about our scale flying events. He had travelled for almost three hours and brought the meteor because RAF Dishforth is one of the few places where it is possible to try a model like this and our flying is for fun amongst friends old and new with a

common interest.

The good thing from an English perspective is that our successful Scottish quartet of Jim McCall, Alex Kennedy, Jim Currie and Davie Fisher have agreed to have the Quaich presented at the Nationals and fill it with good quality Scottish Nectar to share with us all.

Oh and the result of the competition proper, once again a win for Scotland with Davie Fisher in 1st place, myself in 2nd place and in 3rd place Jim Reeves, only 63.5 points out of 3,116 separating 1st from 3rd.

Finally our thanks and gratitude go to Adrian Hornsby who looks after events at RAF Dishforth for the BMFA Northern Area and Ed Hampartsoumain of the Dishforth Model Flying Club without whose support, assistance and guidance this event could never have happened.