

SCALE NEWS

THE NEWSLETTER OF THE BMFA SCALE TECHNICAL COMMITTEE

Editor Martin Fardell

February 2011

2011 CONTEST DATES

Dave Knott has sorted out another full season's flying for us, and the complete programme is given below. The venue for 8th May is yet to be finalised, and the two Merryfield dates are not yet definitely confirmed. Keep an eye on the website for any changes. (www.scalebmfa.co.uk)

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|--|--------------------|--|
| 17 th April | Pontefract | Flying Only |
| 1 st May | Nottingham | Scale Indoor Nats |
| 8 th May | Bulford Area | Flying Only |
| 29 th May | Church Fenton | Flying Only, England –Scotland match. |
| 5 th June | Barkston | Flying Only and Stand-off Scale try-out. |
| 19 th June | Warboys | Ripmax Trophy. To Clubman Rules ie 2 flights plus static |
| 3 rd July | Merryfield | Flying Only |
| 17 th July | Sussex RFC | Flying Only |
| 31 st July | Osournby | Flying Only |
| 13/14 th August | Scottish Nationals | |
| 27 th – 29 th August | Barkston | Nationals (F4C and Flying Only) |
| 11 th September | Merryfield | Flying Only |
| 24/25 th September | Church Fenton | Team Trials for Spain 2012 |



John Carpenter's Bulldog at the Nationals

GET BUILDING!

If you read the various model magazines you will have noticed a real push to get their readers back to actually building their own models. Maybe they have realised that there is more to this hobby than just shaking yet another ARTF Spitfire out of the box. In Scale RC very few of the newer (younger) competitors are now actually building models. This may be because the standard in F4C is dauntingly high, and the step up from Flying Only seems

Mike Trew has always built his own models. This is his new Waco YKS-6, well under way



too much to contemplate. As you will see from Ian Pallister's contribution below I have submitted a proposal to the committee for an intermediate class, to replace the old Clubman at the Nationals. The essential points were

- No ARTF's
- Competitors and models who have placed in the top 3 in F4C at the Nats to be excluded
- All static judging to be from 5m distance, with greatly reduced emphasis on scale detail, surface finish and craftsmanship
- Maximum static mark to be 1/3rd of the total possible score.

Ian has asked for opinions, and I am sure he will get them! Especially valuable are comments and suggestions from those who are already competing, in whatever class.

THE CHAIRMAN WRITES.....

Much has been happening over the Winter to tax the minds of your Scale Tech Committee so I thought it would be appropriate to bring you all up to date before the rumour mill gets up to full speed. First, as you will see from Chris's summary, there have been quite a few rule changes this year. We listened to your comments about 'motion stabilizing devices'. There were some valid arguments in favour on safety grounds in certain circumstances. However, the overwhelming response was to retain the ban to keep the flying element as a pure test of piloting skill. This we have done for UK competitions, apart from the team trials, but we will continue to keep a close eye on the International scene to monitor the impact of the CIAM rule change. The new rule that will, perhaps, have the greatest impact is the change to the Stall Turn. This came about from our work with the ASRC on developing a test schedule for the Scale C Certificate when it was pointed out that the drawing in our rule book showed the model rotating towards the judges. One could argue (I did strongly!) that this is not a safety issue if the manoeuvre is flown properly (ie the model rotates within its own wingspan end exits cleanly on the reciprocal heading). However, there is potential for it to go wrong and, in such circumstances, it is safer if done away from the judges. So, if your model will only stall turn consistently in one direction, you may now have to fly the manoeuvre downwind.

That's enough on the rules. The main issue we have to deal with is the number of entries at the August Nationals. The introduction of Flying Only (FO) has been a great success in bringing in new blood and a greater variety of model types but we simply cannot cope with the numbers now wanting to fly on a single flight line; there just aren't enough hours in the day. We have only been able to get by in recent years by dropping one or two manoeuvres from the flying schedules but this is far from satisfactory. We are

selecting National Champions from a less rigorous flying test than our weekly 'centralised' events and the results, which also contribute towards team selection, are skewed accordingly. This cannot be right. We have looked at gaining additional flight line time at Barkston but there is nowhere available, other than the intersection where we now fly, that would accommodate all wind directions. The other alternatives are to limit the number of entries or to move one or more Nationals classes to another weekend. The latter would seriously undermine the Nats atmosphere and the impact of Scale as a spectacle for the paying public.



Will you be flying Mike Goldby's Dolphin this season, Ian?

As a first step we put a proposal to the January Council meeting to allow the *principle* of capping entries. Having heard our arguments, Council unanimously (albeit reluctantly in some quarters) accepted a proposal from the Comp Sec to change the General Rules to enable Tech Committees to set a limit where flight line constraints preclude allowing a free for all entry policy. The Scale TC proposal therefore became superfluous and was withdrawn. So, we now have the green light but also the headache of finding an equitable way to keep entries to a manageable number. Limiting competitors to one class only is one option. Taking entries on a first come first served basis is

another but it would not be straightforward as entries are taken by the BMFA Office and sent in batches to the CD. It could then become a 'post code lottery' whether or not your entry makes the cut. Furthermore, should F4C take preference over FO? These are just some of the issues. Our currently-preferred solution is to set a qualifying standard to fly at the Nats. Analysis of results over recent years shows a handful of entrants who seem to compete only at the Nats and, speaking as a judge, it is clear that one or two are not familiar with the way some of the manoeuvres should be flown. The Nats is not the place to cut your teeth in competition. We are therefore **considering** whether it is feasible to set a qualifying flight score for the **pilot**, (not the model). Our thoughts at the moment are leaning towards a 2 year qualifying period during which 2 qualifying scores must have been obtained (including previous Nats). This allows for those who take a sabbatical whilst encouraging more participation in the regional 'centralised' events. Overseas entries could, perhaps, be limited to those who have qualified for their own National teams.

I emphasise that this is just a discussion topic at the moment and it is by no means certain that we will go down this line. We will be discussing it at our next Scale TC meeting in March and will publish our intentions before the first event at Pontefract. However, I would point out that if this were introduced now it would not affect probably 80+% of the regular competitors, who will already have plenty of qualifying scores under their belt.

The final issue I wanted to mention is the evolution of the Stand-Off Scale class. Martin has rightly pointed out that the gulf between FO and F4C is wide and, since the demise of Clubman as a Nats class, there is nothing to encourage people to get building. We have discussed Martin's proposed rules at some length and are taken by the principle but we think that the rules need to be thought through a bit more and proven before trying it at the Nats. There is also a question over how we would cope if it draws in more entries rather than just creaming them off from F4C and FO. Whilst scratch building may be the ultimate goal for some, there is also a school of thought that the F4H principle (allowing extensively modified ARTFs) also has merit if the rules were sorted out. Arguably, this could be an alternative route to developing potential F4C flyers. You have to learn the art of finishing and detailing somewhere and this is much quicker if you don't have to start with planks of balsa and spruce. It all boils down to what degree of prefabrication you allow and what we want to encourage. We intend to discuss it in more detail at our next meeting with the aim of running Standoff as a trial, probably at Barkston on 5 Jun. If successful, we would then be looking to bring it into the 2012 Rule Book for the Nats 2012. By then we should also be in a better position to manage the impact on entry numbers.

I am sure that many of you will have your own views on these issues. If you want to have your say, please do get in touch with me or any of the Scale TC before our meeting on 12 March so that we can endeavour to keep the majority of you (relatively) happy!

Finally, please note that the date originally published for the **Scale Indoor Nats** was wrong. It will be on **Sunday 1 May – same time, same place – just a week later than usual due to the late Easter**. If you'd like to help out or do some judging do drop me a line.

Fly safe in 2011.

Ian Pallister

Chairman Scale TC

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NEW RULES FOR 2011

Chris Allen is now Rules Officer on our Technical Committee, and any questions or suggestions about rules should go to Chris. c.allen134@btinternet.co.uk Chris has written a complete summary of the changes for us:

R/C

USE OF GYROS - Although the FAI has lifted the ban on the use of artificial stabilisation devices (gyros), the ban will remain in force for Scale competitions flown under BMFA rules. There is one exception and that is the Team Trial where gyros or similar devices will be allowed in order not to disadvantage our international team.

FLIGHT SCORES - The K factors for Speed of the model and Smoothness of flight have both been changed to K = 9 (in line with FAI rules).

LANDING - If the prototype is equipped with flaps and/or speed brakes they must now be used for landing. As with the take-off, a flapless landing due to a strong wind may be called but unless it can be shown that the prototype routinely landed without flaps the landing score will be penalised.

NON-AEROBATIC OPTIONAL MANOEUVRES - The Procedure Turn has been re-introduced (in line with FAI rules). A full description is on page 83 of the 2011 Scale Rule book.

AEROBATIC OPTIONAL MANOEUVRES - The Stall Turn has been revised such that you no longer have to nominate left or right direction of turn; you have no option and you must turn in a direction away from the judges. The Cuban Eight has been revised in line with FAI rules. You can now opt to fly only one of the four variations, Full Cuban, Reverse Cuban, Half Cuban and Half Reverse Cuban. A full description is on page 69 of the 2011 Scale Rule Book.

FREE FLIGHT

OUTDOOR FF (I/C powered) - The engine capacity limit has been extended to 2.5cc (single engine) and 5cc (multi engine).

OUTDOOR FF (Rubber powered) - The take-off will no longer be scored and the K factors for the remaining four elements have been increased by 5.

Jeremy Collins' BA Swallow. Flies very well in calm weather!



INDOORS

Interest in Scale RC at indoor events is increasing. Ian writes....

In the Shed

Those who have read the recent BMFA News may have seen that the postponed Indoor Scale R/C event has been re-arranged for Sunday 6 March at RAF Digby. I plan to have static judging this time for those kit or scratch built models that qualify for Class 1. Flying only will be available to all, including 'proper-scale' ARTFs (including foamies). The only limit is a maximum weight of 150gms. Previous events have been a lot of fun, so why not give it a try? If this third event is successful we will look to include the rules in next year's Rule Book. Please let me know if you would like to help with judging. Details and times are in BMFA News and Website.

There will also be a F/F event at Digby on Sunday 10 April in association with the RAFMAA Champs. This is principally to allow pre-Indoor Nats trimming but will also include Open Scale, Kit Scale and Peanut events (for the Peanut Trophy – postponed from November due to the weather). Again, offers of judging welcome.

I am sorry that we have had to put up the indoor entry fees this year. This was necessary to cover the increased cost of hiring facilities. £15 will include the first class entry for centralized events but not the Nats, which will be £15 registration plus £3 per class. I think this is still not bad value for a full day's flying.

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Finally, just as a reminder that we did actually go flying last year before winter set in, here is the final contest report from 2010.

Flying Only at Merryfield, 12th September.

This turned out to be the end of the contest season, as the Team Trials were cancelled – there was little enthusiasm for travelling to Romania for the European Championships next year. As always, the visit to Merryfield was very enjoyable, partly due to all the nostalgic chat from old competitors like Mike Fish, Tony Bull and Graham Hughes. They seem to be able to remember every detail of Nationals back to 1903 or thereabouts!

It was windy at Merryfield, like almost every event this year. Probably something you Climate Change Deniers are going to have to get used to, as sea temperatures continue to rise. I have always been against the continual push in the rules towards larger and larger models, but on the plus side the 15kg models do happily handle quite strong winds.

The competition was won by Steve Fish flying his excellent Typhoon. Steve is proving very hard to beat, but Mick Henderson and I gave him a bit of a run for his money.



Adversaries from the war in the Pacific - Brian Wood's Corsair and Colin Moss's Zero at Merryfield

| Name | Model | BMFA | Flt 1 | Flt 2 | Total | Pos | Norm% |
|-------------|-----------------------------|---------|--------|--------|--------|-------------|-------|
| S. Fish | Hawker Typhoon | 159884 | 1531.0 | 1619.5 | 3150.5 | 1.0 | 100.0 |
| M.Fardell | Westland Wallace | 68822 | 1474.0 | 1618.0 | 3092.0 | 2.0 | 99.9 |
| M.Henderson | Airco DH9 | SAA4653 | 1451.5 | 1577.5 | 3029.0 | 3.0 | 97.4 |
| I..Bryant | DeHavilland DH51 | 77211 | 1437.0 | 1576.6 | 3013.6 | 4.0 | 97.4 |
| M.Reeves | Sopwith 1½ Strutter | 15674 | 1339.0 | 1577.0 | 2916.0 | 5.0 | 97.4 |
| J.Thomas | Miles Magister | 35245 | 1303.0 | 1444.5 | 2747.5 | 6.0 | 89.2 |
| B.Wood | Vought F4U Corsair | 88508 | 1317.5 | 1411.5 | 2729.0 | 7.0 | 87.2 |
| P.McDermott | Piper L4 Grasshopper | 66173 | 1427.5 | 1286.0 | 2713.5 | 8.0 | 88.1 |
| D.Cossins | DH Chipmunk | 74330 | 1315.5 | 1347.0 | 2662.5 | 9.0 | 83.2 |
| C. Moss | Mitsubishi A6M Zero | 55404 | 1226.0 | 1354.5 | 2580.5 | 10.0 | 83.6 |
| R. Crapp | Ryan PT22 | 52698 | 1255.5 | 1321.5 | 2577.0 | 11.0 | 81.6 |
| D.Gibbs | Supermarine Spitfire MkVIII | 72946 | 1070.0 | 1199.5 | 2269.5 | 12.0 | 74.1 |
| J.Reeves | Wedell Williams | 80379 | 974.5 | 0.0 | 974.5 | 13.0 | 60.2 |