

SCALE NEWS

THE NEWSLETTER OF THE BMFA SCALE TECHNICAL COMMITTEE

Editor Martin Fardell

June 2011

Half way through the season and not much sign of good flying weather, as you will see in the contest reports below. Firstly, over to Ian Pallister for news from the Technical Committee.....

CHANGES ON THE TECH COMMITTEE

As some of you may be aware, John Elkington resigned from the Scale TC a couple of months ago due to pressure of work, principally in moving his business into new premises. We wish him well and thanks for your contribution John when others were not prepared to stand up and be counted!

Taking his place is Andy Sephton, who has been co-opted for the rest of this year. Andy is well known in scale circles from his many years as former chief pilot at the Shuttleworth Collection but perhaps less well known is that Andy is also a multi-winner at the Scale Indoor Nats. Andy has now taken over the organisation of Scale Indoor FF affairs, including next year's Nationals. He can be contacted by email at andrewjsephton@gmail.com or mobile: 07768 558123

STANDOFF SCALE

Response to the trial event at Barkston was very promising and it looks as though the formula has potential. We will be making a few tweaks from lessons learned, primarily on documentation and complexity of colours, and will publish the rules in next year's rule book. Hopefully we can look forward to a few more events next year and possibly the Nationals depending how the numbers pan out.

FLYING ONLY QUALIFICATION

The Flying Only qualification list is now filling out and it is good to see that the standard of flying so far this season has been very high across the board. In the last Newsletter I suggested that Osbournby would be the last qualifying opportunity for this year. However, following the atrocious weather at the Warrix event which deprived our Scottish friends of one of their few qualifying opportunities we will keep the list and UK Nats entries open until after this year's Scottish Nats. However, entries must still be postmarked before the closing date of 16 Aug so those who qualify at the last minute will have to get their entries in the post without delay.



Terry Manley has a new model this year but he is waiting for calmer weather to bring it out! This is his old faithful Dart, at Warboys

PREVENTION OF OUT OF BOUNDS FLYING AT THE NATS

Those who flew at Barkston last year will recall the strong crosswinds which made it very difficult to judge how far you could safely fly downwind on the landing circuit. It has been suggested by observers on the ground that some models did, in fact, stray over the car park, but this was not evident to pilots and judges at the flight line. This must not happen again. To prevent a recurrence should similar wind conditions prevail again we will position a marshal at the corner of the downwind sterile area by the car park fence. If a model is seen to be getting close to the boundary the marshal will raise a brightly-coloured flag at which point the model must turn immediately onto base leg or, if already on base leg and drifting downwind, turn further into wind. If the model passes over the marshal he will wave his flag vigorously and the pilot will be disqualified and instructed by the judges to land immediately. It will be the pilot's responsibility to brief his caller accordingly to give him adequate warning. Any such encroachments will also be reported by radio to the Scale CD. This will be briefed again by the CD at the pilots' briefing. **You have been warned and there will be no exceptions!**

We will take a slightly more circumspect view on the occasional excursion into Show Line or IMAC airspace where this is deemed not to present a hazard but repeated incursions after a warning by the flight judges **will result in disqualification.**

SCALE C CERTIFICATE

The schedule of manoeuvres and requirements for a Scale C Certificate have now been agreed with the ASRC and, subject to approval by Areas Council, will be published with next year's Handbook. In preparation for rolling this out we

have offered to give some training to Area Chief Examiners on how we fly and judge (aka examine) scale manoeuvres to a common standard. This will be done at our regular R/C scale contests. A number of ACEs have already expressed a wish to come to Sussex and Merryfield and there may be more. We are unlikely to have enough judges available to work with them all day but experienced flyers should be able to explain the finer points of what we are looking for in each manoeuvre and overall during a flight. If you would like to help out with this important task please let Dave Knott know. It may help to pass the time between your own competition flights and, speaking as a long-term judge and embryonic competitor, you learn a lot from critically examining other people's styles and errors!

SCALE TC WEBSITE

Finally, an apology to those who rely on the www.scalebmfa.co.uk website for keeping them up to date. I was in the process of taking over as webmaster from Gordon when my PC crashed with terminal HD failure. Gordon has been keeping things going in the meantime but, now I have a new PC and a bit more time since relinquishing the Indoor responsibilities, I hope to get back up to speed very shortly.

FLYING ONLY AT PONTEFRACT, 17TH APRIL

A great start to the season which I was very sorry to miss – perfect conditions and a very good entry so early in the year. Nice to see Dave Womersley back in action, but he couldn't quite catch Richard Scarborough and Pete McDermott.

Pos	Name	Model	BMFA	Flight 1	Flight 2	Total	Norm
1	R Scarborough	P51	75342	1681.0	1782.0	3463.0	99.47
2	P McDermott	DH9 A	66173	1649.5	1791.5	3441.0	100.00
3	D Womersley	Chipmunk	32449	1692.9	1709.0	3401.9	95.39
4	J Reeves	Wedell 44		1609.5	1626.5	3236.0	90.79
5	M Sollitt	T28	42682	1594.0	1628.0	3222.0	90.87
6	M Henderson	DH9 A	SAA 4653	1451.5	1658.5	3110.0	92.58
7	S Jackson	Sopwith Pup	36968	1520.5	1553.5	3074.0	86.72
8	A Kennedy	Tiger Moth	SAA 130	1630.5	1406.5	3037.0	91.01
9	A Bowman	Clipped Wing Cub	32526	1454.5	1526.0	2980.5	85.18
10	M Reeves	Spitfire IX	15674	1353.0	1580.0	2933.0	88.19
11	T Manley	Blackburn Dart	11235	1442.5	1485.0	2927.5	82.89
12	J Thomas	Magister	35245	1418.5	1485.0	2903.5	82.89
13	B Perry	Hellicat	34438	1359.5	1478.5	2838.0	82.53
14	I Pallister	Sopwith Dolphin	86453	1468.0	1315.5	2783.5	81.94
15	DToyer	Fokker D VII	75095	1140.5	1489.5	2630.0	83.14

FLYING ONLY AT THE FLYING DRUIDS 8TH MAY

A breezy day on Salisbury plain, so the monoplanes cleaned up. Jim Reeves flew very well to just beat Steve Fish and Dave Knott, with local lad Alastair Foot not far behind, flying his impressive electric Fw190. Several fliers with lighter models opted out of the second round when the wind got much stronger. Achievement of the day award should have gone to Jeremy Collins for completing a flight with the very lightly loaded BA Swallow. There were one or two heart stopping moments as the wind got hold of it, but he got it down safely.

A very enjoyable day on our first visit to this excellent venue



Mick Reeves' Hurricane, sadly now extinct.

BMFA R/C Scale		FLYING DRUIDS RFC #-					
Pos	Name	BMFA No	Model	Flt 1	Flt 2	Total	Norm
1	J REEVES	80379	WEDDLE	1,571.00	1,515.50	3,086.50	99.4 %
2	S FISH	159884	SPITFIRE 9	1,489.50	1,580.00	3,069.50	100.0 %
3	D KNOTT	47166	HURRICANE	1,445.50	1,512.00	2,957.50	95.7 %
4	A FOOT	59899	FW190A	1,358.00	1,457.50	2,815.50	92.3 %
5	P FULLARD	53649	T28 TROJAN	1,353.00	1,453.00	2,806.00	92.0 %
6	M SOLLITT	42682	T28 TROJAN	1,350.50	1,388.50	2,739.00	87.9 %
7	D COSSINS	82751	RYAN	1,358.50	1,357.50	2,716.00	86.0 %
8	M FARDELL	58822	LEONING	1,162.00	1,360.00	2,522.00	86.1 %
9	M REEVES	15674	HURRICANE	1,189.50	1,305.00	2,494.50	82.6 %
10	D OSBORNE	182381	BEAST	1,202.00	1,240.50	2,442.50	78.5 %
11	B BARLOW	37151	CHIPMUNK	1,299.00	1,122.00	2,421.00	82.2 %
12	A BOWMAN	32526	PIPER CUB	1,124.00	1,157.00	2,281.00	73.2 %
13	P McDERMOTT	66173	DH9A	1,412.00	0.00	1,412.00	89.4 %
14	J THOMAS	35245	MAGISTER	1,245.50	0.00	1,245.50	78.8 %
15	D GIBBS	72946	FIAT G50	1,041.00	0.00	1,041.00	65.9 %
16	J COLLINS	706	SWALLOW	1,020.00	0.00	1,020.00	64.6 %

FLYING ONLY AT CHURCH FENTON, 29TH MAY

It was quite an achievement to complete a round of flying. The wind was very strong in the morning, and shortly after the end of Round 1 the heavens opened, so that was that. Congratulations to eleven pilots who completed a flight in such testing conditions

Pos	Name	Model		Flt 1	Total	Norm %
1	D Knott	Hurricane		1591.50	1591.50	100.00
2	D Womersley	Chipmunk		1575.50	1575.50	98.99
3	J Reeves	Wedell		1512.50	1512.50	95.04
4	J McColl	Chipmunk		1485.50	1485.50	93.34
5	I Pallister	Hurricane		1478.50	1478.50	92.90
6	M Reeves	Strutter		1456.50	1456.50	91.52
7	A Kennedy	Tiger Moth		1426.00	1426.00	89.60
8	M Henderson	DH4		1422.00	1422.00	89.35
9	S Jackson	Strutter		1413.00	1413.00	88.78
10	A Bowman	Cub J3		1411.00	1411.00	88.66
11	D Toyer	Messenger		1330.50	1330.50	83.60
12	T Manley	Blackburn Dart		0.00	0.00	0.00

STAND-OFF SCALE AND FLYING ONLY AT BARKSTON, 5TH JUNE

An interesting day at Barkston. Chris Allen's proposed rules for a Stand-off Scale class were tried out, alongside a normal Flying Only competition. You could enter either – we all flew together, with the same judges. Eight entrants managed to dig out their documentation and entered the Stand-off Scale. Initial reaction was very favourable, with no major snags showing up.

Mick Henderson won the Stand-off event with his stunning new DH9A. This is of course an F4C model, which was allowed in for the purposes of this trial run of the rules. If (as I hope) Stand-off Scale becomes a Nationals class next year the rules should probably be written to exclude previously placed F4C models and modellers. Two Spitfires came second and third, Mick Reeves, and Dave Charles in his first competition I think. Mick had a minor problem with the electric power on Flight 1, which spoilt his chances.

It was very windy all day again, so I was quite pleased to come third in the Flying Only with my Loening. I couldn't beat Mike Sollitt and Richard Scarborough though. Both of them flew really well in the tricky conditions, with Mike just pipping Richard for first place.



Mick Henderson waits for a lull in the wind with his new DH9A

Stand off Scale at Barkston								
Pos	Name	Model	BMFA	Flt 1	Flt 2	Static	Total	Norm %
1	M Henderson	DH9A	SAA4653	1275.0	1318.0	1900.0	4493.0	88.0
2	M Reeves	Spitfire	15674	977.5	1487.5	1880.0	4345.0	99.4
3	D Charles	Spitfire	80894	1306.0	1425.0	1595.0	4326.0	95.2
4	J Thomas	Magister	35245	1282.0	1324.5	1710.0	4316.5	88.5
5	A Bowman	RWD8	32526	1222.5	1357.5	1630.0	4210.0	90.7
6	J Kidd	Storch	56543	1179.0	1299.0	1475.0	3953.0	86.8
7	S Jackson	Strutter	36968	1149.0	0.0	1700.0	2849.0	76.8
8	J Hartnoll	Gauntlet	35268	931.5	0.0	1505.0	2436.5	62.2

Flying Only at Barkston							
Pos	Name	Model	BMFA	Flt 1	Flt 2	Total	Norm %
1	M Sollitt	T28	42682	1436.0	1497.0	2933.0	100.0
2	R Scarborough	P51	75342	1438.0	1478.5	2916.5	98.8
3	M Fardell	Loening OL 8A	68822	1407.5	1456.5	2864.0	97.3
4	J Elkington	Cessna 182	116535	1357.5	1276.5	2634.0	90.7
5	P McDermott	Spitfire	66173	1271.5	1239.5	2511.0	84.9
6	J Reeves	Wedell	80379	1173.0	0.0	1173.0	78.4
7	D Toyer	Cessna Agwaggon	75095	696.0	165.0	861.0	46.5
8	T Manley	Dart	11235	0.0	0.0	0.0	0.0

THE RIPMAX TROPHY AT WARBOYS, 19TH JUNE

Rather a disappointing entry at Warboys for the Ripmax Trophy, which is after all our main event of the season, apart from the Nats. Maybe it was the windy weather? Of course ARTFs were not allowed at this event, which also cut down the numbers.

The flying was enjoyable, if a little frustrating in the stiff breeze (yet again). There is no way in which the slower models can be realistically displayed in these conditions; all you can hope to do is complete the schedule in a reasonably tidy way.

Mick Henderson's new DH9A got a very high static mark, so Mick will be hoping for a place in the team for Spain next year. So far he has not been flying it quite as well as his other big DH's, but conditions were pretty bad at Warboys. Dave Knott however was right on form and had two excellent flights. With his usual very high static mark he had an easy win. Good results also for John Carpenter and Dave Toyer



Dave Toyer's Messenger at Warboys

Name	Model	Flt 1	Flt 2	Static	Total	Pos	Norm
D KNOTT	HURRICANE1	1503.5	1528.5	1843.0	4875.0	1	100.0
P FULLARD	T28	1349.0	0.0	0.0	1349.0	10	88.3
M FARDELL	LOENING	1384.0	1454.5	0.0	2838.5	7	95.2
M REEVES	SPITFIRE	1230.5	1199.0	1761.0	4190.5	5	80.5
J REEVES	CAP 21	1359.0	1377.5	993.0	3729.5	6	90.1
S JACKSON	PUP	1030.5	0.0	1724.0	2754.5	8	67.4
J CARPENTER	BULLDOG	1452.5	1492.5	1632.0	4577.0	3	97.6
T MANLEY	DART	1278.5	1239.0	0.0	2517.5	9	83.6
D CHARLES	SPITFIRE	0.0	0.0	0.0	0.0	11	0.0
M HENDERSON	DH9A	1340.5	1398.0	1857.0	4595.5	2	91.5
D TOYER	MESSENGER	1266.5	1377.0	1785.0	4428.5	4	90.1