

SCALE NEWS

THE NEWSLETTER OF THE BMFA SCALE TECHNICAL COMMITTEE

Editor Martin Fardell

October 2011

Another season over, and it seems to have been windy all summer. Actually, looking through the contest reports below, there were some nice days, but they were few and far between! Apart from the weather, the RC events went well with good entries at most venues. Chris Allen's provisional rules for a Stand-off Scale class were well received. The committee now has to decide how to incorporate the class into the contest programme, including the Nationals.

This year's events finished with the Team Trials in Yorkshire. As usual we have a very strong team for the World Championships next August – Pete McDermott, Dave Knott and Mick Henderson. Thanks for the report, Chris. As you will have seen in BMFA News, applications for Team Manager are invited.

Now on to contest reports for the second part of the year, including the Nationals.....

FLYING ONLY AT MERRYFIELD, 3RD JULY

We had a wonderful day at Merryfield. - warm sunshine, light winds and a full entry. Steve Fish won (again!) flying his ARTF Spitfire. Pete McDermott and Ian Bryant were not far behind with their DH's.



A few new models are now appearing. Dave Charles (son of Mick Charles) has a very nice Spitfire, from the Brian Taylor plan. Dave Gibb's Mustang, also from a BT plan, but scaled up, flew well on a big petrol engine. Dave seemed to think that even more power was needed to get the best



out of it. I gave my Fairey III F its first competition outing. Flies well so long as it's not too windy. Thanks for the photo, Pete Fullard.

| Name | Model | Fkt 1 | Flt 2 | Total | Pos | Norm |
|-------------|-------------|--------|--------|--------|-----|-------|
| S FISH | SPITFIRE | 1604.5 | 1722.0 | 3326.5 | 1 | 100 |
| P MCDERMOTT | DH9A | 1608.5 | 1677.0 | 3285.5 | 2 | 97.39 |
| I BRYANT | DH51 | 1528.5 | 1598.5 | 3127.0 | 3 | 92.83 |
| D KNOTT | SPITFIRE 9 | 1396.0 | 1606.5 | 3002.5 | 4 | 93.29 |
| M SOLLITT | T28 | 1394.5 | 1541.0 | 2935.5 | 5 | 89.49 |
| R CRAPP | RYAN PT22 | 1330.0 | 1500.5 | 2830.5 | 6 | 87.14 |
| A FOOT | FW190 | 1378.5 | 1408.5 | 2787.0 | 7 | 81.79 |
| M FARDELL | FAIREY IIIF | 1384.0 | 1388.5 | 2772.5 | 8 | 80.63 |
| D CHARLES | SPITFIRE | 1251.5 | 1518.5 | 2770.0 | 9 | 88.18 |
| D TOYER | MESSENGER | 1325.5 | 1376.5 | 2702.0 | 10 | 79.94 |
| D OSBORNE | HURRICANE | 1257.0 | 1293.0 | 2550.0 | 11 | 75.09 |
| P FULLARD | T28 | 1227.0 | 1267.0 | 2494.0 | 12 | 73.58 |
| D GIBBS | MUSTANG | 1235.0 | 1191.0 | 2426.0 | 13 | 71.72 |
| D COSSINS | MAGISTER | 932.0 | 1342.0 | 2274.0 | 14 | 77.93 |
| J COLLINS | SWALLOW | 935.5 | 1300.0 | 2235.5 | 15 | 75.49 |
| J HARTNOLL | GAUNTLET | 759.5 | 0.0 | 759.5 | 16 | 44.11 |

FLYING ONLY AT OSBOURNBY, 30TH JULY

As usual, we were made very welcome at our annual visit to Osbournby (pronounced Ozzenby). An ultra-smooth grass strip, and delicious Lincolnshire sausages on the BBQ as well. Strangely, the quality of the flying was not very good – maybe we have all got so used to flying in howling winds that we were thrown by the perfect conditions. I certainly felt I was lucky to come second, with flights that were decidedly average! The one exception was Mick Henderson who flew the rebuilt DH9 beautifully. He certainly deserved his win.

We had a first look at Terry Manley's new model for this year. Another Blackburn Blackburn, but the Mk1 this time, which has the top wing close on the top of the fuselage. Beautifully made, like all Terry's models, and it flew well too.

| Name | Model | Flt 1 | Flt 2 | Total | Pos | Norm % |
|-------------|------------|--------|--------|--------|-----|--------|
| M HENDERSON | DH9 | 1484 | 1497.5 | 2981.5 | 1 | 100 |
| M FARDELL | WALLACE | 1415.5 | 1450.5 | 2866 | 2 | 96.86 |
| D KNOTT | T28 TROJAN | 1358.5 | 1410 | 2768.5 | 3 | 94.16 |
| M REEVES | SPITFIRE | 1374 | 1388.5 | 2762.5 | 4 | 92.72 |
| J CARPENTER | PROVOST | 1360 | 1390.5 | 2750.5 | 5 | 92.85 |
| A GLOVER | CHIPMUNK | 1320.5 | 1420.5 | 2741 | 6 | 94.86 |
| M SOLLITT | T28 TROJAN | 1227.5 | 1434.5 | 2662 | 7 | 95.79 |
| J ELKINGTON | CESSNA | 1249.5 | 1403.5 | 2653 | 8 | 93.72 |
| P FULLARD | T28 TROJAN | 1341.5 | 1256 | 2597.5 | 9 | 89.58 |
| J THOMAS | MAGISTER | 1265 | 1296.5 | 2561.5 | 10 | 86.58 |
| R CRAPP | RYAN PT22 | 1210.5 | 1268.5 | 2479 | 11 | 84.71 |
| J COLLINS | SWALLOW | 1179 | 1171 | 2350 | 12 | 78.73 |
| S JACKSON | PUP | 1256.5 | 1026 | 2282.5 | 13 | 83.91 |
| T MANLEY | BLACKBURN | 1153 | 1065 | 2218 | 14 | 76.99 |
| J KIDD | STORCH | 1225 | 0 | 1225 | 15 | 81.8 |
| D TOYER | MESENTER | 341 | 0 | 341 | 16 | 22.77 |

THE NATIONALS

Yet another windy Nationals, but at least we completed three day's flying. CD Graham Kennedy had to hold activity on Sunday for half an hour or so when the wind got to the 20mph limit, but otherwise we flew without interruption. A very healthy number of entries in both classes again. No double entries were allowed this year, and the pre-qualifying rule also reduced the numbers a bit. Without these two restrictions the numbers would have been impossible to fit in.

These days most pilots can cope with flying in strong winds, and I did not see any serious mishaps. The problem is that it is almost impossible to fly in a scale-like way. The biplanes are blown all around the sky, and the warbirds fly far too fast (to minimise the effect of the wind on the manoeuvres). Very few models looked realistic when flying. The two notable exceptions were Dave Wormersley's Chipmunk and Ian Bryant's DH51: both of these models flew beautifully and looked totally convincing in the air. Just shows that it can be done!

Two entries from the Netherlands; the Bowers Fly Baby of Bert Van Eijk was interesting. It was a conversion to accommodate a radial engine with rounded out fuselage, and painted up to look like a US Army fighter of the 30's. Gerard Rutten flew his familiar Beech TC45. We also were expecting three entries from Norway, but in the event only P Iverson flew.



Fly-baby in disguise!

FLYING ONLY

Steve Fish is proving very hard to beat these days. He decided to fly his ARTF Spitfire this year, preserving his "proper" Typhoon for the probable Stand-off class next year. Would he still have won this year flying the Typhoon, I wonder?

| R/C Flying Only | | | | | | | |
|-----------------|---------|---------------|------------------|--------|--------|--------|--------|
| Pos | BMFA | Name | Model | Flt 1 | Flt 2 | Flt 3 | Total |
| 1 | 159884 | S Fish | Spitfire | 1766.0 | 1746.5 | 1798.0 | 3564.0 |
| 2 | 53649 | P Fullard | T28 Trojan | 1663.0 | 1679.0 | 1683.5 | 3362.5 |
| 3 | 75342 | R Scarborough | P47 Thunderbolt | 1585.0 | 1589.0 | 1669.0 | 3258.0 |
| 4 | 74966 | T Ruck | MB5 | 1525.0 | 1597.0 | 1574.0 | 3171.0 |
| 5 | 54244 | A Glover | DHC Chipmunk | 1586.5 | 1539.5 | 1582.0 | 3168.5 |
| 6 | 80379 | J Reeves | Weddell Williams | 1544.0 | 1501.5 | 1599.5 | 3143.5 |
| 7 | 42682 | M Sollitt | T28 Trojan | 1525.0 | 1614.5 | 1513.0 | 3139.5 |
| 8 | 116535 | J Elkington | Cessna 182 | 1522.0 | 1475.0 | 1596.5 | 3118.5 |
| 9 | 80894 | D Charles | Spitfire | 1520.5 | 1538.5 | 1561.5 | 3100.0 |
| 10 | 32526 | A Bowman | Stampe | 1529.5 | 0.0 | 1558.0 | 3087.5 |
| 11 | 86453 | I Pallister | Sopwith Dolphin | 1459.5 | 1520.5 | 1541.0 | 3061.5 |
| 12 | SAA217 | J McCall | DHC Chipmunk | 1499.5 | 1495.0 | 1560.5 | 3060 |
| 13 | 62751 | D Cossins | Spitfire VIII | 1544.0 | 1413.5 | 1515.0 | 3059 |
| 14 | SAA1089 | W Young | Auster Mk1 | 1469.5 | 1471.0 | 1540.0 | 3011 |
| 15 | 68822 | M Fardell | Fairey III F | 1529.0 | 1441.5 | 1436.0 | 2970.5 |
| 16 | 34438 | B Perry | Hellcat | 1336.5 | 1385.5 | 0.0 | 2722 |
| 17 | 72946 | D Gibbs | P51 Mustang | 1399.5 | 1204.0 | 702.5 | 2603.5 |
| 18 | SAA130 | A Kennedy | Tiger Moth | 1469.0 | 888.5 | 0.0 | 2357.5 |
| 19 | 35268 | J Hartnoll | Gloster Gauntlet | 0.0 | 0.0 | 0.0 | 0 |

F4C

We flew the last round of F4C in the order of positions from days 1 and 2, highest last. So it was all set up for a dramatic finish with Ian Bryant flying last, after Pete McDermott. Pete could well have won, with his fantastic static score, but was somehow unable to find his best form for his last flight. Ian still needed to produce a high score but there were no slip-ups and he flew exceptionally well. A very well deserved win.



On finals at the end of the winning flight

| F4C. | | | | | | | | | |
|------|---------|-------------|------------------|--------|--------|--------|--------|--------|--------|
| Pos | BMFA | Name | Model | Flt 1 | Flt 2 | Flt 3 | Static | Total | Norm % |
| 1 | 77211 | I Bryant | DH51 | 1716.0 | 0.0 | 1711.5 | 1776.5 | 3490.3 | 97.14 |
| 2 | 66173 | P McDermott | DH9a | 1542.0 | 1461.0 | 1488.0 | 1921.0 | 3436.0 | 87.29 |
| 3 | 32449 | D Womersley | DHC Chipmunk | 1700.5 | 1666.5 | 1766.5 | 1702.0 | 3435.5 | 100 |
| 4 | 43166 | D Knott | Hurricane | 1202.0 | 1572.5 | 1662.0 | 1746.5 | 3363.8 | 94.08 |
| 5 | 41024 | J Carpenter | SA Bulldog | 1662.0 | 0.0 | 1551.5 | 1656.0 | 3262.8 | 94.08 |
| 6 | SAA4653 | M Henderson | DH9a | 1370.0 | 1430.5 | 1430.0 | 1788.0 | 3218.3 | 80.98 |
| 7 | NED | B Van Eijk | Fly Baby Biplane | 1425.0 | 1456.0 | 1392.5 | 1717.0 | 3157.5 | 82.42 |
| 8 | 52698 | R Crapp | Ryan PT22 | 1489.5 | 1451.5 | 1423.0 | 1671.0 | 3141.5 | 84.32 |
| 9 | 15674 | M Reeves | Spitfire IX | 1322.0 | 1315.5 | 1179.5 | 1696.0 | 3014.8 | 74.84 |
| 10 | NED | G Rutten | Beech TC45 | 1195.5 | 1384.5 | 1518.5 | 1494.5 | 2946.0 | 85.96 |
| 11 | 11235 | T Manley | Blackburn Dart | 1231.0 | 0.0 | 1204.0 | 1619.5 | 2837.0 | 69.69 |
| 12 | 706 | J Collins | BA Swallow | 801.5 | 0.0 | 1272.5 | 1645.5 | 2682.5 | 72.04 |
| 13 | 35245 | J Thomas | Miles Magister | 1245.5 | 1221.5 | 0.0 | 1414.0 | 2647.5 | 70.51 |
| 14 | 36968 | S Jackson | Sopwith Pup | 844.0 | 1017.5 | 0.0 | 1580.5 | 2511.3 | 57.6 |
| 15 | 88508 | B Wood | Corsair | 0.0 | 721.0 | 0.0 | 1519.5 | 1880.0 | 40.82 |
| 16 | NOR | J Loedner | Saab Safir | 0.0 | 0.0 | 0.0 | 1620.0 | 1620.0 | 0 |
| 17 | 75095 | D Toyer | Miles Messenger | 1141.0 | 0.0 | 0.0 | 0.0 | 570.5 | 64.59 |
| 18 | NOR | P Iverson | Stearman | 838.5 | 0.0 | 0.0 | 0.0 | 419.3 | 47.47 |

FLYING ONLY AT MERRYFIELD, 11TH SEPTEMBER

This was a disappointing end to the season with only seven entries. Ever since Michael "Hurricane" Fish got it so wrong the weather forecasters have always given the worst case scenario, and all the gloom and doom earlier in the week no doubt put people off coming. Needless to say the day, the weather was OK on the day – bright and breezy, but nowhere near as windy as the Nationals.

The standard of flying was high. Winner was Steve Fish flying his excellent Typhoon, from the Bryan Taylor plan. Jim Reeves was second, and Mick Reeves third.

Merryfield 11th September

| Name | Model | Flt 1 | Flt 2 | Flt 3 | Total | Pos | Norm |
|-----------|-----------------------|---------|---------|---------|---------|-----|-------|
| S Fish | Typhoon 1b | 1673.50 | 1716.00 | 1690.50 | 3406.50 | 1 | 100 |
| J Reeves | Wedell Williams 44 | 1644.50 | 1607.00 | 1639.00 | 3283.50 | 2 | 95.83 |
| M Reeves | Sopwith 11/2 Strutter | 1526.50 | 1475.00 | 1638.00 | 3164.50 | 3 | 95.45 |
| D Cossins | Hellcat | 1408.50 | 1503.50 | 1591.00 | 3094.50 | 4 | 92.72 |
| M Fardell | Leoning | 1414.50 | 1496.00 | 0.00 | 2910.50 | 5 | 87.18 |
| J Thomas | Miles Magister | 1372.00 | 1394.00 | 0.00 | 2766.00 | 6 | 81.24 |
| D Gibbs | Fiat G50 | 1365.00 | 1287.50 | 0.00 | 2652.50 | 7 | 79.55 |

TEAM TRIALS, 24th/25th September

Report from Chris Allen

Static judging in the hall at Elvington on the Saturday with what Murphy had already decided would be the best flying weather of the weekend. Seven models judged by Bill Dennis, Graham Kennedy and myself. A good get-together followed at the St Vincent Arms, Sutton upon Derwent with the usual excellent meal.

Flying at Church Fenton on Sunday, blustery weather but max wind speed well within limits with a couple of short squally showers of 5 minutes duration. Nasty turbulence upwind of the take-off line, just at the point where most models make the 90 degree turn, which upset some take-off scores. Nine models flying, but Terry had major problems with the Dart. Flight judges were Graham Kennedy, Alan Glover and self.

At his first trials Steve Fish achieved the best two flights of the day and made the reserve list. Pete, on his second flight, removed the 'drag generators' (wing pennants) from his outer struts and flew the best flight with the DH9a that I have ever judged. He has now I believe (finally) decided to leave them off for good!

The models selected for the team.....



| Trials Results - Normalised Scores in % | | | | | | |
|---|-----------|-----------------------|-----------------------|--------|--------|-----|
| Name | Model | Previous Flight Score | Best Flight at Trials | Static | Total | Pos |
| P McDermott | DH9a | 49.35 | 48.32 | 100.00 | 197.67 | 1 |
| D Knott | Hurricane | 50.0 | 48.25 | 89.27 | 187.52 | 2 |
| M Henderson | DH9a | 50.0 | 40.07 | 92.60 | 182.67 | 3 |
| M Reeves | Strutter | 49.2 | 44.35 | 87.54 | 181.09 | 4 |
| R Crapp | Ryan | 45.8 | 44.5 | 80.57 | 170.87 | 5 |
| S Fish | Typhoon | 50.0 | 50.0 | 70.34 | 170.24 | 6 |
| D Toyer | Messenger | 46.57 | 41.45 | 81.18 | 169.21 | 7 |

| F4C Scores. | | | | | | | |
|-------------|----------------|--------|--------|--------|----------|--------|-----|
| Name | Model | Flt 1 | Flt 2 | Static | Best Flt | Total | Pos |
| P McDermott | DH9a | 2152.0 | 2417.0 | 2890.0 | 2417.0 | 5307.0 | 1 |
| D Knott | Hurricane | 2201.5 | 2413.5 | 2580.0 | 2413.5 | 4993.5 | 2 |
| M Reeves | Strutter | 1693.0 | 2218.5 | 2530.0 | 2218.5 | 4748.5 | 3 |
| M Henderson | DH9a | 1955.0 | 2004.5 | 2676.0 | 2004.5 | 4680.5 | 4 |
| R Crapp | Ryan | 2090.0 | 2226.0 | 2328.5 | 2225.0 | 4554.5 | 5 |
| S Fish | Typhoon | 2453.5 | 2501.0 | 2030.0 | 2501.0 | 4531.0 | 6 |
| D Toyer | Messenger | 2029.5 | 2073.5 | 2346.0 | 2073.5 | 4419.5 | 7 |
| S Jackson | Camel | 1919.5 | 1946.5 | - | 1946.5 | 1946.5 | 8 |
| T Manley | Blackburn Dart | 445.5 | - | - | 445.5 | 445.5 | 9 |