

**DRAFT MINUTES OF SCALE TECHNICAL COMMITTEE MEETING**  
**HELD AT HONILEY ON 30<sup>th</sup> SEPTEMBER 2006**

The meeting commenced at 1 pm. Present were Dave Kerswell FSMAE(chairman), Gordon Warburton FSMAE, Bill Dennis, Mike Goldby, Ian Pallister and Martin Fardell.

**1. Apologies for Absence.**

There were none

**2. Minutes of the Previous Meeting.**

The minutes of our meeting on 1<sup>st</sup> July 2006 were signed as a true record by the chairman.

**3. Matters Arising.**

3.1. We reconsidered our decisions on the timing of changes to BMFA rules to match FAI rules (section 10.1) and made the following decisions:

3.1.1. Ratified changes to the FAI rules will be incorporated into the BMFA rules at the earliest practical opportunity.

3.1.2. We re-wrote the section in the BMFA rules dealing with Team Trials (Scale Rules section 6.15) to ensure that the trials are run to the FAI rules which will be in force at the relevant international contest. The opportunity was also taken to rearrange the sections into a more logical order.

The following change will therefore be passed to Chris Bromley for incorporation into the 2007 Rule Book.

At present:

6.15.1. refers to F4C

6.15.2 refers to F4B

6.15.3 covers both classes

6.15.4 should cover both classes but this is not stated.

6.15.5 is just F4C.

The new order becomes

6.15.1            The change we agreed at the meeting.

6.15.2 & 6.15.3   the first two sections are those that cover both F4B & F4C classes, previously 6.15.3 & 6.15.4.

6.15.4            covers F4B only, previously 6.15.2

6.15.5 c           covers F4C only and incorporates previous sections 6.15.1 & 6.15.5

BEFORE CHANGES.

11—Annex 6g

~~6.15 SCALE TEAM SELECTION PROCESS (F4C and F4B)~~

~~6.15.1 F4C Flight Qualification:~~

~~The flight aspect of F4C team selection shall be based upon flying performance at several events throughout the season preceding the year of the international contest in question. These events shall be nominated at the start of each season and comprise at least 4 suitable venues including the Nationals. In addition, there shall be a dedicated Team Trials event held each year towards the end of the season to finalise team selection.~~

~~The highest two flight scores achieved by each competitor at any two qualifying events throughout the season may count towards selection. These two scores shall be averaged and carried forward to comprise half the final qualifying flight score at the dedicated Team Trials event. The remaining half of the flight qualification will be the best flight score achieved at the actual Team Trials event. If weather precludes flying at the Trials, then the score achieved from the season's qualifying events will be adjusted to count as the sole flight element.~~

~~To achieve consistency across the various venues and conditions experienced during the season, the qualifying scores mentioned above will be normalised in terms of the highest scoring competitor at each event, e.g. the highest flight score will be 100% with the remainder expressed as a percentage of this.~~

#### 6.15.2 F4B Flight Qualification:

The flight aspect of F4B team selection shall be based solely upon flying performance at the dedicated Team Trials event.

#### 6.15.3 Static Qualification (both classes):

Separate arrangements will be made at the dedicated Team Trials for Static judging. This will normally require it to be a two-day event.

#### 6.15.4 Minimum Standard of Qualification:

The Scale Tech. Committee has for a number of years set a minimum qualification standard of 70% for Team selection. It is therefore expected that all successful participants shall achieve total scores (based on 2 judges) of at least 2800 points.

#### 6.15.5 Model substitution:

It is accepted that any scale model complying with the current F4C specification may be used to attain qualifying flight scores during the season. The actual model intended for the international event must however be the one entered for static assessment and flown at the dedicated Team Trials event. Any further substitution of model prior to the international event shall be subject to individual approval by the Scale Technical Committee. This shall be based on evidence at BMFA Scale contests the following year, proving the new model to be equal to or better than the one used at the Trials.

### AFTER CHANGES.

## 12 Annex 6g

### 6.15 SCALE TEAM SELECTION PROCESS (F4B and F4C)

#### 6.15.1 Rules to be Used.

Team trials will be run to the FAI rules that will be in force in the year of the international competition for which the selection is taking place.

#### 6.15.2 Minimum Standard of Qualification:

The Scale Tech. Committee has for a number of years set a minimum qualification standard of 70% for Team selection. It is therefore expected that all successful participants shall achieve total scores (based on 2 judges) of at least 2800 points.

#### 6.15.3 Static Qualification:

Separate arrangements will be made at the dedicated Team Trials for Static judging. This will normally require it to be a two-day event.

#### 6.15.4 F4B Flight Qualification:

The flight aspect of F4B team selection shall be based solely upon flying performance at the dedicated Team Trials event.

#### 6.15.5 F4C Flight Qualification:

The flight aspect of F4C team selection shall be based upon flying performance at several events throughout the season preceding the year of the international contest in question. These events shall be nominated at the start of each season and comprise at least 4 suitable venues including the Nationals. In addition, there shall be a dedicated Team Trials event held each year towards the end of the season to finalise team selection.

The highest two flight scores achieved by each competitor at any two qualifying events throughout the season may count towards selection. These two scores shall be averaged and carried forward to comprise half the final qualifying flight score at the dedicated Team Trials event. The remaining half of the flight qualification will be the best flight score achieved at the actual Team Trials event. If weather precludes flying at the Trials, then the score achieved from the season's qualifying events will be adjusted to count as the sole flight element.

To achieve consistency across the various venues and conditions experienced during the season, the qualifying scores mentioned above will be normalised in terms of the highest scoring competitor at each event, e.g. the highest flight score will be 100% with the remainder expressed as a percentage of this.

It is accepted that any scale model complying with the current F4C specification may be used to attain qualifying flight scores during the season. The actual model intended for the international event must however be the one entered for static assessment and flown at the dedicated Team Trials event. Any further substitution of model prior to the international event shall be subject to

individual approval by the Scale Technical Committee. This shall be based on evidence at BMFA Scale contests the following year, proving the new model to be equal to or better than the one used at the Trials.

- 3.2. We have now agreed on a rewritten version of the Lazy Eight manoeuvre for F4C. This is a clarification, not a change, and will be submitted to CIAM in 2008.
- 3.3. Mike withdrew his proposal to clarify the rules on role equipment carried by aircraft.
- 3.4. We agreed to change the Realism in Flight rule to match the change to the FAI rule. The new version is given below. At our next meeting we will consider guidance for our judges on implementation of the new rule.

### **6.3.13.8. Realism in Flight**

Choice of Options .....K = 12

This final item should be discussed by all judges after completion of the flight in consultation with any claim for non-aerobatic eligibility made on the competitor's declaration form and the guidelines detailed below.

The judges should attempt to arrive at an agreed score for this item.

~~Judges should award a full 10 marks to those competitors who choose all 5 optional manoeuvres that are appropriate to the prototype, whether these be aerobatic or not. Should any of the optional manoeuvres be considered inappropriate they should deduct 2 marks for each and every manoeuvre that is considered to be so.~~

**Judges should take into account the presentation of the chosen options, awarding higher marks in this section for more ambitious manoeuvres, but taking into account the capabilities of the prototype. It is expected that most competitors should score quite highly in this section, provided appropriate flying options are chosen. A default mark of "8" is recommended leaving a possible additional "2" marks for manoeuvres that fully demonstrate all aspects of the prototypes performance envelope.**

#### **4. Full Council Meeting.**

Mike circulated his report.

#### **5. Technical Council Meeting.**

We have not yet received the agenda. Mike will attend, and sort out any matters concerning Scale by e-mail before the meeting.

#### **6. Scale Free Flight.**

- 6.1. Bill said he had been persuaded to change his mind about two flights to count in our FF events. He had withdrawn his proposed change.
- 6.2. We discussed the spectator area for FF at the August Nationals. The new arrangement this year was considered safer, but some spectators had difficulty in seeing the action. We will consider again next year, possibly allowing a line of spectators across the runway.
- 6.3. This year there had been no problems at the Nationals starting the events on time. A minor irritation had been noisy RC cars on the runway upwind of our take-off area.
- 6.4. Bill said he was intending to run a Scale event at the FF Nationals in May on the Saturday evening. This would be for old Aeromodeller designs. Andrew Hewitt was independently running a Scale FF event on the Sunday evening.

#### **7. Scale Indoor.**

- 7.1. Ian has received written guidance on running the Scale Indoor Nationals from Charlie, also a database for all contestants. Ian is updating this.
- 7.2. We have been offered the use of Cardington in October, with Indoor FF. Ian has accepted the offer, and is circulating all contacts.
- 7.3. Ian will contact Nigel Druce to talk about financing of events.

#### **8. Review of RC events in 2006.**

- 8.1. A successful season, with all the Sunday events making a small profit. Gordon circulated a provisional list of dates for 2007. We agreed to add Pontefract on 29<sup>th</sup> April to the list. We will decide which events to make Flying Only at our next meeting.
- 8.2. David has circulated his report for the RC events at the Nationals, which had run very smoothly. We had made a surplus of £340 (partly due to many judges not claiming expenses). There was no toilet at our flight line, but the toilets in the trade area were not far away. The marquee was excellent.

## 9. FAI.

9.1. Gordon has circulated his Team Manager's report. A small point worth noting for future reference was that judges were asking competitors to call "take-off into wind" if they were not aligning the take-off run with the judges' line. The same applied to touch and go, and landing; we will suggest to competitors at our own contests that they do this. It does alert the judges to the fact that the manoeuvres are on a new (legal) line, and that the model may fly behind the judges.

9.2. Team Trials for the 2007 European F4C championships were held at Linton-on Ouse. After incorporating flight scores from qualifying events this season, results were as follows:

Normalised Scores –						
Name	Model	BMFA	Best 2 prev. flts	Best flt on Day	Static	Total
<b>P McDermott</b>	<b>Sopwith Snipe</b>	<b>66173</b>	<b>50.00</b>	<b>46.86</b>	<b>100.00</b>	<b>196.86</b>
<b>D Knott</b>	<b>Hurricane</b>	<b>47166</b>	<b>49.42</b>	<b>50.00</b>	<b>85.08</b>	<b>184.50</b>
<b>M Reeves</b>	<b>Sopwith Strutter</b>	<b>15674</b>	<b>49.30</b>	<b>40.03</b>	<b>91.87</b>	<b>181.20</b>
<b>D Womersley</b>	<b>Chipmunk T 10</b>	<b>32449</b>	<b>48.20</b>	<b>48.78</b>	<b>81.27</b>	<b>178.25</b>
<b>A Kennedy</b>	<b>DH82A Tiger Moth</b>	<b>SAA130</b>	<b>48.35</b>	<b>45.10</b>	<b>67.10</b>	<b>160.55</b>
<b>R Crapp</b>	<b>Fairey Swordfish</b>	<b>52698</b>	<b>44.87</b>	<b>37.92</b>	<b>77.23</b>	<b>160.02</b>
<b>M Henderson</b>	<b>Airco DH4</b>	<b>SAA4653</b>	<b>46.40</b>	<b>43.30</b>	<b>66.90</b>	<b>156.60</b>

When the date and venue in the Ukraine have been finalised we will invite participation, starting at the top of the list.

9.3. We agreed to submit Gordon's name to Council for Team Manager in 2007. Mike will submit Gordon's name, with his CV, to Council for ratification. An unspecified three-man F4C team will also be submitted.

## 10. Eric Coates Trophy.

10.1. We decided to award the trophy for 2006 to Derek Knight for his rocket-assisted Baroudeur which flew in the Scale FF competition at the Nationals. The trophy will be presented to Derek at a suitable moment on AGM day. Mike will then take the trophy to Council so that it can be considered for adoption. In future years we hope it will be presented at the dinner.

## 11. Co-options.

Chris Allen and Ian Pallister will be invited to the first meeting of the new committee in December when we hope to co-opt them onto the committee for 2007.

## 12. Newsletter.

We discussed our Newsletter and decided not to make any change for 2007. The Newsletter will remain largely Scale RC orientated and sent to competitors, supporters and judges. Bill and Ian have separate systems for keeping in touch with their competitors. The circulation list for the Newsletter was reviewed.

## 13. Equipment Inventory.

Dave has passed all our equipment to Gordon (Scales, weights and computer).

## 14. AOB

14.1. Mike was thanked for his CIAM delegate's report.

14.2. Scale exhibits at the AGM will include Mike Trew's AW Whitley, and FF models from Mike Smith, Andrew Hewitt and Derek Knight.

14.3. Bill Dennis agreed to take on the task of approving 3-view drawings for documentation use.

14.4. Dave Kerswell is retiring from our committee this year, and we recorded a vote of thanks for all his hard work, in particular for his wise guidance as chairman for the last five years.

## 15. Next Meeting.

We fixed the next meeting for Saturday 2<sup>nd</sup> December.