

MINUTES OF SCALE TECHNICAL COMMITTEE MEETING
HELD AT HONILEY ON 13th OCTOBER 2007

The meeting commenced at 1 pm. Present were Gordon Warburton FSMAE, Bill Dennis, Mike Goldby, Ian Pallister, Chris Allen and Martin Fardell.

1. Apologies for Absence.

There were none.

2. Minutes of the Meeting on 7th July 2007.

The minutes were accepted as a true record and signed by the chairman.

3. Matters Arising.

There were none.

4. Full Council Meeting on 15th September

Mike has circulated his report. In addition he reported the award of a Certificate of Merit to the Ramsey club for their enthusiastic support of Scale competitions over many years. Also a recommendation to the Royal Aeronautical Club for the award of a bronze medal to Martin Fardell. The BMFA website is shortly to be completely updated.

5. Finance.

5.1. Ian reported balances in our accounts at the end of September 2007:

Contest	£1129.49
Team Travel	£8789.90
Interscale	£2948.41
Committee	£1906
Training	£1250

5.2. We discussed training for the coming World Championships team. We decided to look into the possibility of using the Saturday prior to one of the regular Sunday competitions. Gordon would contact the team and reserves, and then check airfield availability. The last weekend in May at Church Fenton was one possibility.

6. Scale Free Flight.

Free Flight matters are covered under Nationals Report.

7. Scale Indoor

Ian has investigated using RAF Digby for future events, and there are several possibilities for dates this winter. Ian will contact competitors to gauge support.

8. Scale RC.

8.1 Apart from two wash-outs, the 2007 season had been very successful with good entry levels at all events.

8.2. Gordon briefly outlined the possibilities for 2008. Ian will investigate Colerne, where he has a contact.

9. August Nationals report.

9.1. Pete McDermott and Steve Jackson, winners of F4C and Clubman respectively, will not be eligible for Clubman class for ten years.

9.2. Entries for Clubman class were very low this year. We discussed the future of the class. The feeling was that the class had been very successful in encouraging people to move on to F4C, but that it had now probably served its purpose. We would run the event next year, but this would probably be the last, unless there was a big increase in entries. We could then revert to giving the trophy to the highest eligible entrant in F4C.

9.3. We briefly considered adding a beginners class to Flying Only. As Nationals entries are already higher than we can comfortably cope with we decided against any new class.

9.4. There was a minor problem this year with spectators wandering into our marquee, where the transmitters were sometimes unattended. We decided to put a "Competitors Only" sign on the marquee. Roger and his wife will be back next year to run Tx control.

9.5. We decided to pay for our own toilet next year, mainly for the benefit of the judges.

9.6. Our overall surplus was approximately £500

9.7. Scale Free Flight was generally rated as the best ever, with two evening sessions in perfect conditions. Cooperation from other disciplines was excellent, and there was no delay in starting the flying. Model cars on the runway were an irritation, although they moved on eventually. Mike will raise this at Technical Council.

9.8 Our FF Rubber class was again unsuccessful. There were very few entries, and flying was of a poor standard. Next year we will fly rubber as part of CO2/electric class, under a local rule. (Winner will get the appropriate trophy – the other trophy will not be awarded). We will probably incorporate rubber into the CO2/electric rules eventually.

9.9. We discussed Mr Hewitt's letter concerning twin engine electric models entered in Scale FF Power class (Superscale). We decided to change the rules so that only models powered by i.c. piston engines would be eligible for this class. The class would then be called Scale Outdoor FF i.c piston engine power. A rule change to this effect will be submitted, and Mike will write to Mr Hewitt. Next year we will consider removing the "transition" section from the CO2/electric rules (with change of k-factors).

9.10. No report has been received from Scale Control Line as yet.

10. BMFA Rule Changes.

Most of our rule changes had already been discussed. We added a brief clarification to the team selection rules concerning tied results. The final final agreed list of changes for submission to the Technical Secretary is as follows:

Index of Contents Para 6.4: Delete "FAI Class F4A -".

Index of Contents Para 6.2: Delete "FAI Class F4B -".

Para 6.1.9.4(e): Replace "F4B" with "Scale C/L".

Para 6.1.12.2: Replace "F4B" with "Scale C/L".

Para 6.2.12.1 first para: Replace "F4B" with "Scale C/L".

Para 6.4: Amend to read: "SCALE OUTDOOR FREE FLIGHT (IC Piston Engine Powered)".

Para 6.4.1: Amend "Motive Power:" to read: "Motive Power – IC piston engines, total10cm³ max".

Delete sub-paras (a), (b) and (c).

Title of Annex 6a: Replace "Class F4" with "All Scale Classes (Except Peanut and Pistachio)".

Title of Annex 6b: Replace "F4B" with "Scale C/L".

Annex 6c: Para 6.3.13.8: delete paragraph "Judges should take into account the presentation of the chosen options.....all aspects of the prototypes performance envelope" and replace with the following:

"The choice of options mark only applies to the five options chosen by the competitor and is only awarded for options actually flown. A mark should be awarded for a manoeuvre if the manoeuvre is actually flown but scores a zero for some reason.

Judge should award the full 10 marks to those competitors who fly all 5 optional manoeuvres that are appropriate to the prototype. Only aircraft deemed to be non-aerobatic will be eligible for marks for non-aerobatic manoeuvres. Should any of the optional manoeuvres be deemed to be inappropriate, the judges should deduct 2 marks for each and every manoeuvre that is inappropriate.

Note: The above choice of options rule is only applicable to BMFA competitions as the FAI F4C rule on the marking of the choice of options differs. The current FAI F4C rules are available from either the BMFA Head Office or from the FAI/CIAM website: www.fai.org/aeromodelling/documents/sc4".

Annex 6g:

Para 6.15.1: Add after the existing sentence ending "... for which the selection is taking place.", the new sentence: "The current FAI F4B and F4C rules are available from either the BMFA Head Office or from the FAI/CIAM website: www.fai.org/aeromodelling/documents/sc4".

Para 6.15.5: Add the following new sentence after the second paragraph ending "...the sole flight element.": "Should there be a tie, the static scores shall be used to determine placings."

Annex 6h:

Para 6.16.1.1(b): Replace "F4B" with "Scale C/L".

Para 6.16.1.2:

Make existing para "Ripmax Trophy (47)" etc sub-para (a).

Insert following new sub-para after the above sub-para (a):

"(b) Eric Coates Memorial Trophy – Awarded each year across all Scale disciplines to the model that, in the opinion of the Scale Technical Committee, best captures the spirit and endeavour of Scale modelling."

Para 6.16.2(a): Replace complete sub-para (a) with the following:

"(a) John David Jones Painting

The original painting is awarded each year to the highest placed new model at the Scale R/C and F/F National Championships based upon each model's percentage score of the maximum available for its class. The model may have been flown previously during that season but must not have flown at a previous National Championship."

Annex 6j:

Title: Replace "F4B" with "Scale C/L".

Competitors Declaration Form: Last box: Replace "F4B" with "Scale C/L".

BMFA SCALE R/C FLYING SCALE SCORE SHEET:

Insert a line between boxes "Surface Texture and Realism" and "Craftsmanship – quality" in the same format as the other lines.

Amend box "Colour – accuracy" with the K of 2 to read "Colour – complexity"

Amend box "Scale Detail – accuracy" with the K of 4 to read "Scale Detail – complexity".

11. Choice of Options Rule.

11.1. The chairman said that he felt that the subject had already been considered at great length, and that further discussion was unlikely to be useful. He proposed that we revert to the version of the rule that we used in 2006 (full marks for all "legal" manoeuvres). This was unanimously agreed. We agreed the exact wording of the rule (as given above in Section 10).

11.2. As far as the application of the rule internationally is concerned, we decided there was little point in trying to press for changes until after the World Championships in Poland, when we will be able to see how the rule is applied by international judges.

12. Team Trials.

The F4C Team Trials for the 2008 World Championships were successfully completed at Linton last month. The following names will be submitted to Council for ratification:

TEAM	Pete McDermott Dave Womersley Dave Knott
RESERVES	1. Mick Reeves 2. Alex Kennedy 3. Mick Henderson
MANAGER	Gordon Warburton

13. Technical Council on 20th October.

We corrected the Lazy Eight proposal in the agenda (for the FAI Judges' Guide). The final version will be circulated by Mike by e-mail, before asking the Technical Secretary to change the version attached to the agenda.

14. Newsletter.

Martin said the next newsletter would be issued in 2008, when the RC programme had been finalised. New entrants at the Nationals this year would be added to the circulation list, and they would get the current newsletter. We will check the whole circulation list at our next meeting.

15. Equipment.

Equipment (listed in minutes 26th February 2006) is held as follows:

Tent: Mike

Scales and weights: Gordon
Compaq computer: Mike

We agreed to write off the tent, and buy a replacement. We also agreed to write off the Compaq computer.

16. AOB and Correspondence.

16.1. We agreed to change the eligibility for the Handley Page Trophy at the August Nationals (in response to a letter from Ian Bryant). The Scale FF classes would now be included. The winner would be the competitor achieving the highest mark with a multi-engine model (as a percentage of the total maximum mark available).

16.2. Bill agreed to locate the Peanut trophy.

16.3. The winner of the Eric Coates Trophy this year was Mick Henderson. In future the awarding of this trophy will be decided at the Nationals by those committee members present, although suggestions can be made earlier.

16.4. The John David Jones painting was awarded to Bill Dennis this year.

16.5. Chris has been approached by an experienced flier, Alan Glover, who would like to judge at our RC events. We agreed that Chris would accept the offer, and also pass the details to Martin so that Alan can be contacted in due course.

17. Next Meeting

The next meeting was fixed for Saturday 1st December.