

MINUTES OF SCALE TECHNICAL COMMITTEE MEETING
HELD AT HONILEY ON 10th October 2009

The meeting commenced at 1 pm. Present were Ian Pallister (Chairman), Gordon Warburton FSMAE, Mike Goldby, David Knott, Chris Allen and Steve Kessell.

The Chairman welcomed Steve Kessell who had agreed to be co-opted to the STC.

1. Apologies

There were no apologies for absence

2. Minutes of Previous Meeting

There were no comments on the minutes of the previous meeting held at Honiley Court Hotel on 27th June 2009 which were accepted by Gordon and Dave.

3. Matters Arising from above not covered by the agenda

Item 8 of the previous minutes - Chris stated that he had examined the possibility of a coding system for judges comments on the flight score sheet and he had concluded that it was easier said than done. In reality it would mean the judges committing to memory or having a crib sheet for a code number or letter for each fault for every manoeuvre in order to add information that would be meaningful and legible to the competitor. Looking up such a code for each manoeuvre during the flight was not practical. It was agreed to continue to encourage judges to make notes on the score sheet as an aid memoir for any subsequent discussion with the competitor.

4. Finance.

4.1. Gordon submitted the accounts with the following comments:

Interscale	£3,053.17
Contest Fund	£3,122.10
Team Travel	£9,097.54
Tech Committee Costs	£406.74
Training Costs	£736.17

4.2. The Tech Committee budget for 2010/2011 has been reduced to £2,000(£1,410) and the Training budget reduced to £1,500(£805).

4.3. R/C events for the year (excluding the August Nats) show a surplus of approx. £570. Final figures for the Nats are not yet available but the estimated surplus is £450 not counting our share of the overall surplus. Gordon recommended that in view of the surpluses, R/C entry fees for 2010 should not be increased. However the F/F income was £256 with costs of approx. £75 and with only 4hrs competition time (against a possible 29hrs for R/C), he proposed to reduce the 2010 entry fee for Free Flight.

5. Council Meetings.

Ian advised there were nothing to report from Full Council. Chris stated that he would be attending the forthcoming Tech council meeting on 17th October.

6. Safety Policy Committee

Chris said he was happy to represent the STC at the meeting scheduled for the 10th November.

7. Scale Free Flight.

No report as such, the Nats was discussed under item 10.

8. Scale Indoor.

Ian advised that judges were still required for the forthcoming events at RAF Digby; F/F on 31st Oct/1st Nov and also for the R/c event on 29th Nov, full details of which were published in the September issue of Scale News.

The question of opening up indoor scale events to allow profile models was debated and it was generally agreed that profile models have no place in Scale events.

9. Scale Radio Control

8.1 Domestic Events

16th August - Sussex MFC. Dave reported that the entry of eight was a little disappointing; although it was a windy day, it was thought that the August date was a little too close to the Nats.

13th September – Merryfield. Very successful with 18 entries, particularly for an ad hoc event.

26th/27th September - Team Trial. Successful weekend, despite not being able to start flying on Sunday until midday. The UK F4C team for 2010 would be; Pete Mcdermott, Mick Henderson and Dave Knott, with Mick Reeves as reserve.

8.2 Ian advised that because of the RAF flying training programme, the use of Church-Fenton for model flying cannot be confirmed more than 3 months in advance which may mean that the venue for the 2010 team trial may have to be changed, possibly to Barkston Heath.

8.3 Gordon advised that due to possible family commitments he may not be available as Team Manager for the 2010 World Championship, the possibility of a reserve or alternatively a 'flying' Team Manager may have to be considered.

10. Nationals Report

Gordon's report and results (copy attached) was discussed and two issues emerged: Some thought will be needed on the R/C Flight Judging schedule if the proportions of Flying Only and F4C are an indication of future trends. The problem of the IMAC 'box' when they operate from the 'display line' (Monday only) will need to be resolved before the 2010 Nats.

11. FAI Matters

11.1 UK hosting a combined F4 /F2 World Championships.- No progress to report

11.2 Proposals for FAI rule changes. - Chris summarised the debate for proposed rule changes which in essence covered three topics, namely Builder of the Model rule, Choice of Options and lifting the ban on 'gyros' and he presented 16 draft proposals. Regarding 'Choice of Options' the Committee agreed that rather than propose a default mark of 10 they would recommend that Choice of Options should be deleted altogether and the k-factor reallocated. There was some discussion on the options available for re-allocating the K-factor and Steve Kessell's suggestion of simply adding 4 to Smoothness of Flight was adopted. It was agreed to make further minor alterations to the proposed new Competitor's Declaration and Flight and Static Score Sheets. The draft proposals could now be reduced to 15 and Chris agreed to advise the Tech Council Secretary accordingly.

12. BMFA Scale Rule Book

Proposals for amendment (for submission to BMFA Tech Sec):-

Mike presented the growing list of proposed changes and Committee members were requested to forward any comments to Mike before the next meeting.

Post meeting Note: Most recent list of proposals (V4) attached

13. Newsletter

Production and the scope of the newsletter was discussed and it was felt that some distribution could be by E-mail and that the newsletter could be expanded to include F/F and maybe Indoor.

14. A O B

14.1 Secretary to approach Jeremy Collins for display of his Swallow at the AGM

14.2 Gordon stated that the Eric Coates trophy was running out of space for winners shields, he agreed to look at it at the AGM and propose a solution.

16. Next meeting.

The provisional date for the next meeting was agreed as 5th December.

Chris Allen
For the Secretary STC

Attachments:

1 - Nationals Report and Results

2 – BMFA Scale rule book Changes (V4)

Scale R/C, F/F & C/L National Championships – August 2009.

The number of entries over all the three disciplines was slightly down on last year. Because of the very low entries in Clubman last year (2) it was decided to drop this class. Once again, in order to get through the radio classes within the three days, we had to reduce the number of manoeuvres flown by the R/C classes. The flying only class had the highest number of entries and in order not to lose time, we flew F4C in between the Flying Only class in order to give the judges a break. Thanks to the efforts of the flyers and the judges we did manage to complete the three rounds by mid Monday afternoon.

During the judge's changeover on Saturday, Group Captain Wharnby, Station Commander at Cranwell, together with the Society Chairman, Robin Gowler FSMAE, re-presented the European F4C team with their Gold Medals, Pete McDermott with his individual Gold Medal & Alex Kennedy with the F4H winner's award.

The strong wind over the three days meant that a few flyers decided not to risk their models. Checks on the wind strength were made frequently but it never reached the 20 mph average required to suspend flying. Ninety-Seven flights were made in the R/C classes over the weekend.

Thanks to Dave Phipps we had a good PA system plus backup and Graham Kennedy, helped at times by John Carpenter & Martin Fardell, gave a commentary on the flying to the public.

The Scale Free Flight flyers were really handicapped by the strong winds and the general consensus on Saturday evening was to abandon any attempts to fly. Although the wind strength on Sunday evening was similar to Saturday, a few brave flyers attempted to get qualifying scores. Seven 'qualifying' flights in all were made providing a winner in each of the three classes.

Scale control line entries were reduced to five and the experimental 'flying only' class attracted no entries. Only two people flew. They were also handicapped by the wind strength and only four flights were made.

The Society Chairman presented the certificates to the winners of both Free Flight and Radio Control. The Handley Page Trophy for the highest placed twin-engine aircraft went to Mike Trew for his Kramme & Zeuthen KZ IV and the Technical Committee awarded the Erec Coates Trophy to Jeremy Collins for his British Aircraft Swallow 2. The John David Jones painting was awarded to Pete McDermott.

All the scale R/C flyers had been asked to keep their models within the area up to half way between the Scale line and the Display line and we had very few problems with over flying on both Saturday & Sunday. When IMAC moved to the 'display line' on Monday we did have some complaints that the scale models were flying inside the IMAC 'Box' because this 'Box' extended well into the area being used by scale. This is something that needs consideration before next years Nationals.

Gordon Warburton SMAE
Scale R/C Competition Director.

ATTACHMENT 1**SCALE RESULTS.****F4C – Average of Best Two Flights Plus Static**

Pos	BMFA	Name	Model	Flt 1	Flt 2	Flt 3	Static	Total	Norm %
1	66173	P Mc Dermott	Sopwith Snipe	0.0	1524.5	1496.0	1866.0	3376.3	93.0
2	32449	D Womersley	Chipmunk	1499.5	1591.5	1639.5	1629.0	3244.5	100.0
3	47166	D Knott	Hurricane	181.5	1549.0	1532.0	1643.0	3183.5	94.5
4	SAA465 3	M Henderson	DH9	0.0	1540.0	1451.0	1620.5	3116.0	93.9
5	15674	M Reeves	Camel	1223.0	0.0	1274.0	1694.0	2942.5	77.7
6	42206	M Trew	Kramme & Zeiuthen KZIV	0.0	1383.5	1087.0	1698.0	2933.3	84.4
7	52698	R Crapp	Swordfish	1370.0	1400.5	1435.5	1487.0	2905.0	87.6
8	3698	S Jackson	Sopwith Pup	1323.0	1421.0	1062.5	1528.0	2900.0	86.7
9	53649	P Fullard	Spifire XVI	1281.5	1421.5	1459.5	1354.0	2794.5	89.0
10	706	J Collins	B.A.M Swallow	0.0	1014.0	1172.5	1663.0	2756.3	71.5
11	77211	I Bryant	DH51	0.0	1400.5	0.0	1740.5	2440.8	85.4
12	60767	B Taylor	Harvard	0.0	1147.0	0.0	1642.0	2215.5	70.0
13	11235	T Manley	Blackburn Blackburd	0.0	1203.0	0.0	1566.5	2168.0	73.4
14	35268	J Hartnoll	Wildcat	0.0	1276.5	0.0	1385.0	2023.3	77.9
15	41024	J Carpenter	Bulldog T Mkl	0.0	176.0	0.0	1630.0	1718.0	10.7

Flying Only – Best Two Flights

Pos	BMFA	Name	Model	Flt 1	Flt 2	Flt 3	Total	Norm %
1	SAA522 7	C Murray	Tiger Moth	0.0	1392.5	1377.5	2770.0	84.9
2	75342	R Scarbrough	P51 Mustang	1330.5	1363.0	1387.5	2750.5	84.6
3	47166	D Knott	T28 Trojan	1317.0	1270.5	1381.5	2698.5	84.3
4	80379	J Reeves	Spitfire IX	1301.5	1377.0	0.0	2678.5	84.0
5	116535	J Elkington	Cessna 182 Skylane	1239.5	1338.0	1338.5	2676.5	81.6
6	159884	S Fish	Spitfire	1235.0	1307.5	1369.0	2676.5	83.5
7	SAA935	D Fisher	Morrissey Bravo	1308.5	1284.5	1322.5	2631.0	80.7
8	55404	C Moss	Me 163	1308.5	1289.5	1246.0	2598.0	79.8
9	32526	A Bowman	Tiger Moth	1175.0	1389.5	0.0	2564.5	84.8
10	SAA130	A Kennedy	Tiger Moth	940.5	1209.5	1334.5	2544.0	81.4
11	34438	B Perry	Thunderbolt	1204.0	1287.5	1234.5	2522.0	78.5
12	53649	P Fullard	Hurricane	1244.5	1262.5	1176.5	2507.0	77.0
13	26867	J Thomas	Spitfire IXe	1109.5	1317.5	1185.5	2503.0	80.4
14	SAA613	B Grimsley	Super Chipmunk	1133.5	1237.5	1262.0	2499.5	77.0
15	54244	A Glover	Chipmunk	1217.0	1206.5	0.0	2423.5	74.2
16	75095	D Toyer	Fokker DVII	1153.0	1213.0	1134.5	2366.0	74.0
17	18175	A Reid	P40 Warhawk	1018.0	1216.0	1128.5	2344.5	74.2

Scale Free Flight – CO2/Electric

Pos	BMFA	Name	Model	Flt 1	Flt 2	Flt 3	Flt 4	Flt 5	Flt 6	Static	Total
1	125095	B Nichols	Caudron Racer	907.5	0.0	1092.5	0.0	0.0	0.0	629.0	1721.5
	70443	C Newman	RWD 13							1589.0	
	66560	M Smith	DH10 c							1560.0	
	2396	D Knight	Baroudeur							1340.0	
	23925	S Glass	Scimitar							1120.0	
	64188	A Sephton	ABC Robin							0.0	

Scale Free Flight - Rubber

Pos	BMFA	Name	Model	Flt 1	Flt 2	Flt 3	Flt 4	Flt 5	Flt 6	Static	Tot.
1	42798	A Hewitt	Fokker E1	830.0	590.0	0	0	0	0	1556.5	2386.5
2	83115	G Tilston	Hawker Hart	370.0	77.0	0	0	0	0	1018.0	1788.0
	836	D Knight	HE 100							1394.0	
	70443	C Newman	Comper Swift							1392.0	
	64188	A Sephton	ABC Robin							1301.0	

ATTACHMENT 2

BMFA Scale Rules – Proposed Changes for 2010

Page 5, 6.1.9.2

Delete “and this may effect the marks awarded under 6.3.6.11.d Choice of Options.”

Page 13, 6.3.5

Amend “(c) Smoothness of Flight” to “.....K11”.

Delete “(d) Choice of Options.....K4” in toto.

Delete sentence “The flight schedule must include the two manoeuvres “Figure Eight” and the “Descending Circle” to be accepted as complete.”

Page 14, 6.3.6

Replace “... are intended for subjects with little or no aerobatic capability.” with “... may only be chosen by subjects certified and approved as “non-aerobatic” on the Competitor’s Declaration Form. Should a competitor choose to fly a non-aerobatic manoeuvre with an aerobatic subject, zero marks are to be awarded for that particular manoeuvre.”

Replace “.....6.3.13.6 Optional Demonstrations and 6.3.13.8 Realism in Flight/Choice of Options).” With “.... 6.3.13.7 Realism in Flight).”

Change “Note that all options carry a K factor of 6” to “Note that all options carry a K factor of 7”.

Page 15, 6.3.9

Insert “except 2.4GHz transmitters” after “all transmitters” in first line.

Page 26, 6.6.9, Note

Replace “6.1.11” with “6.1.10” in both places.

Page 28, 6.10.9, Note

Replace “6.1.11” with “6.1.10” in both places.

Page 61, 6.3.13.5

Delete the first sentence “The selection of optional manoeuvres should demonstrate the fullest possible capabilities of the aircraft type subject modelled.”

Delete “Whilst a competitor may choose any of the optional manoeuvres listed,”

Amend subsequent sentence to “The following six manoeuvres, Options A (Chandelle), N (Overshoot), R (Flight in a triangular circuit), S (Flight in a rectangular circuit), T (Flight in a straight line at constant height), and W (Wing over) may only be chosen by subjects certified and approved as “non-aerobatic” on the Competitor’s Declaration Form. Should a competitor choose to fly a non-aerobatic manoeuvre with an aerobatic subject, zero marks are to be awarded for that particular manoeuvre.”

Page 84, 6.3.13.7

Replace Engine sound (realistic tone and tuning) K factor 3 to K factor 4.

Replace Smoothness of Flight K factor 6 to K factor 11.

Delete the following paragraphs in toto:

“Choice of Options.....K4” through to

“.....and every manoeuvre that is appropriate.” and replace with:

“Choice of Options.

This 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 to ensure compliance with Rule 6.3.6.”

Replace the first sentence of “Note: The above choice of options rule etc”

With “Note: The FAI F4C ruling on the Choice of Options, which has been removed from the BMFA rules, may differ to the BMFA rules.”

Page 93, Para 6h.4(a)

Add the following sentence:

“In the opinion of the Scale Technical Committee, the model must be a genuinely new model and not modifications or a rebuild of an existing model. The CDs of FF and RC events will have the sole responsibility for nominating candidates for the Trophy.”

Page 95, Flying Score Sheet

Replace with attached.

Page 96, Static Score Sheet

Replace title “BMFA SCALE R/C FLYING SCALE SCORE SHEET” with
“BMFA SCALE R/C STATIC SCALE SCORE SHEET”