



## Editorial:

Andy Sephton



The first half of 2014 has been characterised by cancelled meetings - by weather in the case of Scale RC and a perceived lack of support of recent changes for Scale Indoors. However, that soon changed and we've had one or two successful outdoor meetings which will be reported later. As far as the Scale Indoor Nationals were concerned, the two day event was reduced to one and the Scale Indoor RC was cancelled. A second attempt at a Scale Indoor RC Nationals will be held at RAF Shawbury on 19<sup>th</sup> October - see end of Newsletter for details and an entry form.



*Paul Briggs' FF Do X - 6 elec motors driving 12 props! Bruce Corfe Photo*

I asked for volunteers to take over Scale Indoor organisation this year, but given the late changes and also a change of venue, I've decided to stay on for another year. Next year will definitely be my last, so I'm calling for volunteers now for Scale Indoor Organiser (effective from June 2015) and Scale Technical Committee PR0 (effective from December 2015). For your information, I've provisionally booked the University of Wolverhampton Sports Hall for the Scale Indoor Nationals on Sunday 19<sup>th</sup> April 2015. The event will be free flight only; the 2015 Scale Indoor RC Nationals will be held on a separate day.

Many thanks to the contributors of both text and photographs - keep 'em coming please.....and for the rest of you, do get in touch if you have anything to say, comment on, criticise or just chat about concerning BMFA Scale. My contact details are:

Email: [andrewjsephton@gmail.com](mailto:andrewjsephton@gmail.com)

Tel: 07872 625279

Photographs in the Newsletter are courtesy of the respective authors unless stated otherwise and full results for all the competitions (and other useful BMFA Scale related information) are on the BMFA Scale Technical Committee website: [www.bmfascade.co.uk](http://www.bmfascade.co.uk)

## Scale Indoor - Manchester Velodrome - 22<sup>nd</sup> February 2014

Andy Sephton

By kind invitation from the BMFA Free Flight (Indoors) Technical Committee, we were invited to assist in a combined Scale Free Flight (FF) and FF Duration meeting at the Manchester Velodrome. This was the second such event that I'd attended and it appears to be going from strength to

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*Reg Boor's 8" wingspan Pistachio  
Bristol Brownie*

strength. The first was held in November of 2012 and we had intended to keep it that way, but an Indoor International event was programmed in the Netherlands in November last year, so we postponed to February. As luck would have it, the Netherlands was postponed to March this year, so the inevitable clash had to be accepted anyway.

In the end, there were ten entries in Open Scale, three in Peanut and one in Pistachio. Comparing the latter with five in No-Cal Scale, a duration contest, doesn't give Pistachio a very good press.....more on that subject later.

The highlights for me were Peter Fardell's Farman, which gained a deserved first place in Open Scale and Dave Crompton's Volksplane, which also gained a deserved first place in Peanut. Reg Boor campaigned his tried and trusted Bristol Brownie in Pistachio, but with only one entry.....

The No-Cal scale event was ruled by Fikes, Messers Stuart and Dolby coming first and third with their versions of the type with best times close to 3 minutes. My Bonzo gained a rather poor fourth place with a best flight of only 1 min 37 secs. This was mildly frustrating as it had been doing 3 mins on it's last outing. More trimming required, I feel!

We haven't set a date for the next one yet, but it will either be in November this year or February next. Scale events should include at least Peanut and Open Scale; Duration events should include F1D, F1L, F1M, Limited Penny Plane, Legal Eagle and No-Cal Scale.

*Dave Crompton and Pete Fardell looking  
pensive at their table - Note the  
Velodrome track in the background  
protected from the models by floor to  
ceiling nets.*

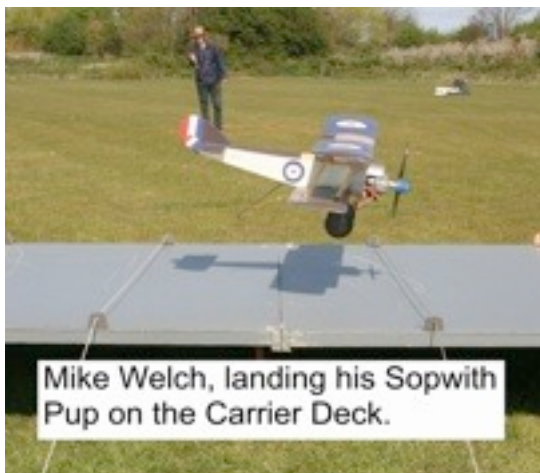


### **Scale Indoor - Bushfields Sports Centre, Peterborough - 30<sup>th</sup> March 2014** **Andy Sephton**

Attendance at this event was disappointing, probably due to the clash with Mother's day and the cancellation of the RC event at the Scale Indoor Nationals. As a consequence, the Scale RC event was cancelled and the day was used for Fun Flying and to carry out some concentrated Scale Indoor Nats trimming.

I'm intending to hold a similar pre-Nats trimming event next year with a possible RC element, but it'll depend on demand....let me know if you require it and I'll organise it, but if there's little to no response, it won't happen.

**Scale Control Line - Damyn's Hall, Essex -  
13<sup>th</sup> April 2014  
Bernard Seale**



Sunday 13th April saw the opening Scale and Carrier meeting organised by the Cosmo MAC.

With no formal competition arranged, the Scale element became a fly-in, with some interesting models on show. Ronnie Tribe had a new model, not yet finished, but he wanted to test fly it before progressing. Ronnie has become well known for his experiments, and now expertise, with EDF (electric ducted fan) powered

models. This particular model was of a Lockheed S3 Viking with twin EDF motors, unpainted and with the large cockpit covered for protection – you can get away with this sort of thing with electric power. The model flew well and I hope to photograph it when it is fully finished. His similarly powered Messerschmitt Me 262 also flew well.



The other half of the Tribe family, brother Peter, flew his clipped wing Piper Cub and also his electric powered prop driven Gloster Meteor III, the latter in the Carrier competition! He came third, with the lowest time for the seven laps fast speed runs. Electric power is here to stay and is very competitive now. During the day Peter Tindal (past Gold Trophy winner) showed us how electric power is used to good effect in C/L Aerobatics.



Another new model on the block was the Sopwith Pup of Mike Welch of the Marlborough club. This model has been built especially for the WW1 commemoration of aircraft that flew from ships, either converted or purpose built, during that conflict. A special class of carrier deck flying will take place at the ModelAir Scale weekend at Old Warden Airfield (19<sup>th</sup> and 20<sup>th</sup> July). Mike's model was powered by an OS 40-FS. (Editor's note: There is also a large CL Scale contest planned at Old Warden at the July meeting, organised by SAM35's Brian Lever.)

Bernard Seale had taken along his Chilton DW1, but with problems with his Carrier model and the time taken to try and correct them, he was not left with enough time or in the right frame of mind to fly it. Another time then!

(Thanks to Andy Housden for the CL photographs )



*Detail on Mike Hadland's Open Rubber Scale Jungmann - Bruce Corfe Photo*

## **Scale Indoor Nationals - Nottingham University Sports Centre - 13<sup>th</sup> April 2014**

**Andy Sephton**

The event was planned over two days and included the inaugural Scale Indoor RC Nationals. Unfortunately, three weeks before the event, there were too few entries to make the event viable and to contain costs, I had to make the hard decision to cancel one of the days and also the RC element.

There's no point in going over it again here, so

suffice to say, we were where we were and we had to get on with it. In the end, there was a good entry and on the day we had a similar issue to last year in that there was not enough time available for all we intended to do. (An extra hour has been booked for the 2015 event)



*Lional Haines' Veron Seamew - Bruce Corfe Photo*

With 25 entries in Kit Scale, by far the most popular event, 15 in Open Rubber and 8 in CO2/Electric, we had the potential of requiring  $(25+15+8) \times 4$  judged flights. At around two minutes each this equates to about six and a half hours out of a nine hour day. Add some trimming time at the beginning (as required by the rules), three sessions for Peanut (20 entries needing up to nine flights each) and a half hour for prize giving and you'll have a good understanding of the challenge.



*The competitors line at Nottingham, note viewing gallery in background - Bruce Corfe Photo*

We made it in the end, but it took over thirty helpers to allow the forty one competitors to compete which is a rather lob-sided statistic. Nevertheless, the thirty helpers came up to the mark with stoic application and again, we had a successful event. I would like to pass on a heartfelt thank you to those of you who gave up your time and put considerable effort into making the Nats what they were....you know who you are!

I've published a full report in the BMFA News and there have been several other reports in the various model Mags, so I'm not going to dwell too much on the minutiae. However, I would like to present what I believe will be a rather controversial proposal.

Entry levels in CO2/Electric are waining. With only 8 entries when compared to the 15 in Open Rubber and 25 in Kit Scale, clearly it's not a very popular event. I believe we need something in-between Kit Scale and Open Rubber to encourage the beginners to progress. So here's the first part of the proposal:

1. Combine CO2/Electric and Open Rubber into one class and call it Open Scale. This would be the top level competition and would be operated to the current rules.



*Vibes Masters' waiting for the Judges before launching her Kit Scale Cessna 180  
Bruce Corfe photo*

2. Retain Kit Scale as the 'Introductory' event

3. Introduce an "interim" class with rules between Open Scale and Kit Scale to give beginners a stepping stone from the 'simple' class to the 'experts' class.

Continuing on the same theme, Pistachio has not been very well supported over the past few years. Also, there has been few new models presented, which leads me to the final part of the proposal:

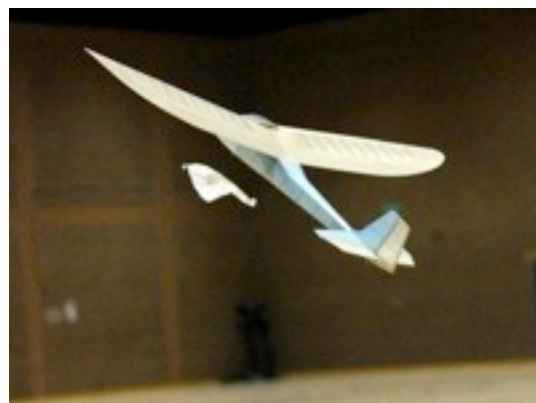
4. Take Pistachio off the nationals agenda.

An added advantage of proposal No.4 would be to release two static judges from Pistachio which reduces the overall load on the helpers.

Don't hold back on this one, please let me know what you think!



*First in an infinite series of FF Scale Personalities:  
Nottingham's Richard Granger in characteristic pose as CD for the Air Race  
Bruce Corfe Photo*



*Charlie Newman's Slingsby T-46A going up the line.  
Bruce Corfe photo*

## Scale RC - Druids, Amesbury - 27<sup>th</sup> April 2014

Dave Knott

We had a good turn out of about 16 fliers despite the poor weather forecast of sunshine and showers. Unfortunately it turned out to be mainly raining with the odd dry bit for a few minutes.

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After much standing around talking in the club shelter it was decided to abandon the idea of having a competition at about 11:30am. Some of the fliers did get a quick flight in when the rain eased at times and Martin flew his new electric Short Scylla.



We hope to reschedule this competition later in the year.....

### .....Scale RC - Druids, Amesbury - 1<sup>st</sup> June 2014

**Dave Knott**

Tony Bull and the Druids club kindly let us use their excellent site to re-run the competition that had been abandoned due to heavy rain on 27<sup>th</sup> April. This time the weather was sunny and hot with very light winds. What a change!!!

Martin Fardell was first away with his new electric Short Scylla which flew well although he does not think he will get it down to the scale speed of about 10mph.

Al Foot was next with one of the four Blackhorse Chipmunks at the event that flew very well and he put in a good score. Andy Bowman put in a good flight with his Stampe scoring just a bit less than Al. Steve Fish flew his large Corsair powered

*Dave Toyer's Trent Meteor*



*Dave Gibb's Devastator*

by a petrol engine, in his usual smooth and precise way getting the top 1<sup>st</sup> round score. Dave Charles put in a good flight with his Spitfire Mk IX getting one more mark than Al. I flew my old Hurricane and although it went quite well, I was still 94 marks behind Steve. Dave Gibbs was flying his new Douglas Devastator which was flying well apart from some problem with the retracts not fully retracting. He also ran out of fuel on the landing approach and made a rather heavy dead stick landing after just clearing the long grass. Dave Toyer had his electric Trent Meteor which had a servo fail on the air powered retracts. Dave Osbourne kindly went home and got some spare

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*Druid's Flightline*

My second flight was also better giving me 2<sup>nd</sup> place. Al Foot also improved to give him 3<sup>rd</sup> with Dave Charles and Dave Cossins not far behind. Dave Toyer tried again with his Meteor, that we all wanted to see flying. All seemed OK and he started the motors. The aircraft started to move and then it all shut down. The problem was found to be a faulty receiver battery, which at least luckily happened on the ground.

Thanks to Tony and Pat for judging, with Ian Bryant also getting a bit of judging practice ready for Merryfield. It was also nice to see Pete McDermott again who had come along on his vintage BSA motor bike as a spectator.

servo's, but even after it was replaced the retracts did not want to behave so further flight was abandoned.

There were a lot of very close scores after the end of round one, so it was all to play for in the second round.

Most of the scores in the second round were higher than the first round. This is probably because most of us are out of practice this year due to the weather. Steve Fish achieved a better score making his 1<sup>st</sup> position very safe.



*Martin Fardell's Short Scylia*

### **FF Scale - BMFA FF Nats, Barkston Heath - 24<sup>th</sup> and 25<sup>th</sup> May 2014**

**Bill Dennis**



*Scribe and FF CD Bill Dennis holding his Kit Scale Porter*

We had three events this year, two on the Saturday and one on the Sunday. First up was the new Outdoor Kit Scale class. The rules are minimal and allow great latitude for modification of the models, including enlargement. Any changes to improve performance are tolerated because we are aiming for a target time of 30 seconds. Thus it is a precision event like the Bowden. Flying from a chuck glider-type square in a one hour time slot kept the action going. Winner Andrew Hewitt used a twice-size Veron Fokker DVIII with some extra spars in the flat wing. There were not many entries this year but it will build.

Straight after that came the Aeromodeller/Model Aircraft designs event which, for the first time, attracted a good number of participants and a wide variety of designs. Winner was Steve Powell with an electric

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*Andy Hewitt demonstrating the perfect launch for his APS Sopwith Camel - David Parker photo*



Austin Whippet. If you fancy having a go, lots of the old plans are available for free download from the Outerzone web site: [http://www.outerzone.co.uk/browse\\_plans/index.asp](http://www.outerzone.co.uk/browse_plans/index.asp)

The following day was the Open contest which, as usual, was most popular. It was windy and turbulent but gradually we got into our stride and some good flying ensued.



Saturday's flying took place in calm conditions between thunderstorms with associated high winds and rain. Sunday was characterised by high wind. Needless to say, the scale-competition-free Monday was sunny and flat calm!

*Steve Powell's APS (I think) Whippet - David Parker photo*

### Scale Helicopters - Melton Mowbray - 2<sup>nd</sup> June 2014

Nick Clark

This year's fly-in took place on Sunday June 2<sup>nd</sup> at Eye Kettleby near Melton Mowbray and for once the weather forecast was actually right and even better was in our favour! A warm, dry, sunny day with 2 to 3mph winds. By 9.30 the flight line was busy with a very good turnout. There were the regular faces but it was also nice to see some pilots who had not attended before.

As they say a picture says a thousand words.....



*Ian Bishop's petrol powered Vario R22*



*Kevin Lever's electric powered Vario Bell 430*





*Kenny Morton's electric  
Graupner Squirrel*



*Ian Bishop's Cine Scale Gazette  
powered by a JetCat Pht3 turbine*



*Kenny Morton's Cobra, featuring a Smart  
Model fuselage.*



*Nick Clark's electric powered Aircrane in flight.*

Here's a couple of links to video's taken on the day courtesy of Kenny Morton and Darren Swailes

<http://www.youtube.com/watch?v=5phUiiKHEnM&feature=youtu.be>

<http://www.youtube.com/watch?v=DGqdqGARHPg>

### **Scale RC - Osbournby - 8<sup>th</sup> June 2014**

**Dave Knott**

This event was rescheduled at Osbournby due to the sad loss of Barkston Heath and many thanks to them for letting us change the date of the comp. A lot of the team had already made hotel bookings in Grantham for the Saturday night as we had arranged team training on the Saturday. This training was moved to Warboys with the help of the Ramsey club.

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The weather at Osbournby was also very good with light winds, but we had a lower than normal number of fliers for some reason. There were two new models, Alex Kennedy's Gipsy Moth and Dave Toyer's Vampire. John Carpenter had his Comper Swift which although he flew it at last year's Nats, it still has only had a few flights and he is still getting used to it.

Mick Reeves was first to fly with his Strutter, putting in a good flight. Jim's flight with the Bristol M1C was only 3 points behind Mick. Alex's new Gipsy Moth flew well on its first competition flight. My Hurricane also flew well giving me the top score



*Alex Kennedy and Gipsy Moth*



*Osbournby Flightline*

Swift flew well but the engine sounded a bit harsh so he decided to change props and adjust the control mixing after the flight. Richard Crapp flying his Wessex had a good flight to be just a few points below Jim.

Mick Reeves 2<sup>nd</sup> flight did not score quite as well as his first, but Jim, Richard and Alex all managed to improve their scores to just pass Mick in the points. My 2<sup>nd</sup> flight was also better to keep me in the lead. John's Swift flew and sounded better on his 2<sup>nd</sup> flight so it should do well in the future.

Final positions were me 1<sup>st</sup> followed by Jim Reeves 2<sup>nd</sup> and Richard Crapp 3<sup>rd</sup>. Alex Kennedy was a very close 4<sup>th</sup>, just 8 points behind.

of round one. Mick Henderson had intended to fly his DH9, but found a problem with the ailerons, so he got his DH9a out and flew that instead. Good job he could get both models in his Transit van. Dave Toyer's model was an electric ducted fan DH Vampire. After some problems getting take off speed the model got airborne and soon accelerated away, looking very good. One of Dave's first options was inverted flight, but after he rolled the model to inverted strange cracking noises were heard and the model sadly dived into the ground destroying itself. John Carpenter's Comper

*Steve Jackson's Sopwith 1½ Strutter*



## RC Scale - Merryfield - 22<sup>nd</sup> June 2014

Dave Knott



*Dave Knott's new Sea Fury in front of Pete Fullard's Wyvern*

The weather forecast for the Sunday had been really good for several days and for once they were correct. We had clear skies and very light, but variable winds. This unusual weather caused a few mutterings of its too hot and there's not enough wind during the course of the competition. The good weather brought out the usual high number of fliers we have at the excellent venue of RNAS Merryfield.

Mick Fish got the flying underway with his Chipmunk. Dave Charles was 5<sup>th</sup> to fly and put in a good score with his Spitfire. He was followed by Steve Fish and his

Corsair who put in a really good score flying in his usual precise way. Mick Henderson had been home to Aberdeen after Osbournby and replaced the faulty aileron servo in his DH9 and was back with it at Merryfield. That must be a few miles!!! The DH9 flew well in the light winds, but the varying direction did not help the big biplane and a lot of the other models, especially when it changed directions in the middle of a manoeuvres. John Thomas was also caught out by the wind change when landing of his Piper Super Cub, causing damage to an expensive propeller.

Mick Reeves was next to fly with his Strutter. Soon after take off the engine made some very strange noises and Mick lost throttle control with the engine running at about a 1/3 to 1/2 throttle. Mick opted to try and land at quite a speed which he did ok, but as it hit the grass it flipped over doing a lot of damage. Most people would give up for the day at this point, but not Mick. He immediately set about repairing it for the 2<sup>nd</sup> round and we were going to have bets as to whether he would succeed. In the end we all decided he would probably get it flying again so no bets were placed.

Jim Reeves had a good flight with his Bristol M1C as did Dave Cossins with his Spitfire. I was next with my Laser 160V powered Blackhorse Sea Fury having its first competition outing after only a few test flights. The flight went quite well getting me into 2<sup>nd</sup> place, but some way behind Steve Fish. Dave Gibbs unfortunately had an engine cut during a loop on his Hellcat and the model sustained some damage during the forced landing, stopping him from flying in the 2<sup>nd</sup> round.



*Richard Crapp's PT-22*

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In the second round Dave Charles had a better flight with his Spitfire and Steve Fish again had a very good score making his first place secure. Mick Henderson, Jim Reeves and Pete Fullard with his much modified Blackhorse Wyvern all had much better second round flights to move up the order. Although Mick Reeves did succeed in getting the Strutter flying again it was a bit slow on ailerons and some of the manoeuvres were not as good as usual, but full marks for effort!!! My second flight was about the same as the first and not good enough to stop Dave Charles overtaking me for second place.



*Wyvern's new undercarriage leg*

We all had a very good day even though it was too hot and there was not enough wind!!!



*Secondary Judges Panel.....*

## Scale Calendar for 2014....or what's left of it!

<u>VENUE</u>	<u>Contact</u>
13 <sup>th</sup> July Marlborough College Playing Fields (SN8 1DL) CL: Club Scale and Carrier	Mike Welch 01793-612629.
22 <sup>nd</sup> June RNAS Merryfield RC Scale Flying Only	Dave Knott [dave.knottd@btinternet.com] 01903 501462 Names and car registration to Dave Knott 10 Days in advance.
22 <sup>nd</sup> June Aberdeen RC Scale Flying Only	Graham Kennedy [grhmkenedy@gmail.com]
6 <sup>th</sup> July Ramsey MAC, Warboys RC Scale Stand Off & Flying Only	Dave Knott [dave.knottd@btinternet.com] 01903 501462
19 <sup>th</sup> and 20 <sup>th</sup> July Shuttleworth, Old Warden CL: Scale, Carrier and Training	Andy Housden 020-8541-0186
3 <sup>rd</sup> August Pontefract RC Scale Flying Only	Dave Knott [dave.knottd@btinternet.com] 01903 501462
23 <sup>rd</sup> -25 <sup>th</sup> Aug Nationals (including Ripmax Trophy) Barkston Heath RC: F4C & F/O & S/O FF: Rubber CO2/Electric CL: Knokke 2 and flying only Heli:	CD: Chris Allen RC: Chris Allen FF: Bill Dennis CL: Brian Caldwell <a href="mailto:cordwell6@blueyonder.co.uk">cordwell6@blueyonder.co.uk</a> Heli: Nick Clark
7 <sup>th</sup> September RNAS Merryfield RC Scale Flying Only	Dave Knott [dave.knottd@btinternet.com] 01903 501462 Names and car registration to Dave Knott 10 Days in advance.
7 <sup>th</sup> September Croydon Airport CL: Three Kings Carrier and Scale comp	Brian Cordwell, <a href="mailto:cordwell6@blueyonder.co.uk">cordwell6@blueyonder.co.uk</a>
September/October date tbd North London/Baldock tbd RC: events tbd	Dave Knott [dave.knottd@btinternet.com] 01903 501462
Scale Indoor RC Nationals RAF Shawbury RC Scale, RC Scale Flying Only Peanut Scale, Open FF Scale, No-Cal Scale	Andy Sephton <a href="mailto:Andrewjsephton@gmail.com">Andrewjsephton@gmail.com</a> 07872 625279



## BMFA SCALE RC INDOOR NATIONAL CHAMPIONSHIPS

at

RAF Shawbury Sports Hanger,  
Dawsons Rough, Shawbury, Shropshire.  
(nearest Postcode: SY44 4PF)



Sunday 19<sup>th</sup> October 2014 - 9:00AM to 6:00PM

The Inaugural BMFA Scale RC Indoor National Championships will be held at RAF Shawbury Sports Hangar, Shropshire on Sunday 19<sup>th</sup> October 2014.

The two official events will be RC Scale and RC Scale flying only. RC Scale is a competition for scratchbuilt models for the newly presented RC Model Flyer Scale Trophy. Judging will be for both static and flying points and the builder of the model rule will apply. On the other hand any scale RC model is eligible for flying only, especially RTFs.

For definitive information, please refer to the 2014 BMFA Scale Rule Book which is on the BMFA website ([www.bmfa.org](http://www.bmfa.org)) and the BMFA Scale Judges Guide on the BMFA Scale Technical Committee website: [www.scalebmfa.co.uk](http://www.scalebmfa.co.uk). The official events are pre-entry only by Friday 10<sup>th</sup> October 2014, please. Contact the organiser or refer to the above websites or BMFA News for an entry form.

Unofficial competitions will be held for Peanut (for the Modellers Den Trophy), Open FF Scale, FF Glider and No-Cal scale (the latter is to BMFA FF Rules) all of which will be free entry to competitors and paid-up fun flyers.

All models must comply with BMFA Scale Indoor Rules, i.e. a maximum weight of 200 gm and a maximum wing loading of 15 gm/sq dm and all flyers must carry appropriate insurance.

Doors will open at 9:00am with competition flying in two halls starting at 10:00am. The event finishes at 6:00pm with prize giving at 5:30pm

Please note that there will be no refreshments available and tables/chairs will be limited - please bring your own in either case.

Main RC Events (pre-entry only): £20 registration and £3.50 per event

Fun Flyers: £15

Unofficial Competitions: FOC for RC Event Competitors and Fun Flyers.

Spectators: £5.00

Accompanied children and those under 18 years: free

For more information, contact the organiser, Andy Sephton, on either email: [andrewjsephton@gmail.com](mailto:andrewjsephton@gmail.com), or tel: 07872 625279

**BMFA Scale Indoor RC Nationals Entry Form**  
**Sunday 19<sup>th</sup> October 2014**

RAF Shawbury Sports Hanger, Dawsons Rough, Shawbury, Shropshire.  
(nearest postcode: SY44 4PF)

Name:.....

Address:.....

.....

.....

Tel (mobile preferred): .....

Email: .....

BMFA Number: ..... Junior\*: .....

Entry Fees: £20.00 Registration + £3.50 per class, Juniors\*: free of charge

Class	Fee	Total
RC Scale	£3.50	
RC Scale Flying Only	£3.50	
Registration Fee	£20.00	
Juniors - free of charge		
Total	-	

Entry closing date is Friday 10<sup>th</sup> October 2014

Entry on day: for Peanut, Open Scale, FF Glider, No-Cal Scale and other 'unofficial' comps (free of charge to RC Scale Nats Competitors, £15 to others).

Please return form with cheque payable to the BMFA to: Andy Sephton, 34 St Neots Rd, Sandy Beds. SG19 1LG

For payment by credit card contact the BMFA Offices: +44 (0)116 244 0028 (please also contact Andy Sephton to confirm your entry).

For more information contact Andy Sephton: [andrewjsephton@gmail.com](mailto:andrewjsephton@gmail.com) tel: +44 (0)7872 625279