

## Inside This Month

- Chuckie Challenge introduction;
- Gala report.

Also any other news as it comes - see pages 3, 4 & 5.

**The next club meeting will be the -**

# Chuckie Challenge



**and will be on**

*Sunday 22<sup>nd</sup> July, 2018*

*At the Towersey (Chinnor) Field, not the Royal British Legion*

*Starting at 4.00 pm.*

***Build and fly a chuck glider in an evening and try to make it stay aloft longer than everyone else.***

***It is not difficult although perhaps a bit harder than you may think.***

***All materials will be provided, you just need to supply the design and skill.***

***Further details on next page.***

## Trimming the Hedge



Have you noticed that the top hedge at Flackwell has grown a bit recently? Maybe you have clipped it landing down the slope or taking off up it even. Don't you wish THEY would do something about it like they did a couple of years ago? Well, They are doing something this Friday evening (20<sup>th</sup>) and will be attempting to cut the top off the hedge and making a much lower notch. So, what are YOU going to do about it? Come and join us about 6.00 pm and let's get the job done. Some tools will be provided but if you have a pruning saw or loppers that you could bring then that would be most helpful. Work gloves would also be worthwhile as some parts are a bit thorny.

## Chuckie Challenge - Club Meeting 22nd July from 4.00pm at Towersey

Following on from last year's successful Chuckie Challenge this year's event will be taking place on Sunday July 22<sup>nd</sup> at the Towersey field, start time 4pm so you can get some flying in before the event.

It was a great day last year and a lot of fun so if you did not manage to get there then make a special effort this year and come along and join in.

The rules are very simple: construction of the **model is to be solely from a 1/8"x4"x18" balsa sheet (expected to be used for the wings, tailplane and fin, but you may think differently) and a 1/4"x1/2"x18" balsa strip (expected to be used for the fuselage)** which will be supplied to each entrant on the day. The entire model must be made on the day and solely from some or all of the supplied sheet and strip. You chop up and glue the wood back together and the shapes into which the wood is chopped and glued back together is where the ingenuity lies. Lead flashing will be provided to assist in balancing the model.

The flying competition itself will follow last year's format which worked well. It will consist of a league series of head-to-head fly-offs with the top four scoring pilots going into semi-finals leading to the grand fly-off final between the top two pilots. For the head-to-head fly-offs, the competitors will launch simultaneously when a whistle is blown (you'll be given a clue with a countdown from 3), any loitering after the whistle has blown will be penalised. Longest flight wins the round or a draw will be given if both gliders land within 1 second of each other.

Materials etc. will be available and building will start from 4:00pm with a 2 hour building and testing period. Registration will close at 5:00pm. The Competition Flying will start as soon after 6:00pm as possible and should be all over and done by 7:30pm.

One key point I would strongly advise is have a look at some plans before the event and possibly bring them along with you on the day – this is perfectly acceptable in the rules. The main point is **all building** must take place with the wood and materials supplied on the day. The links at the end of the article may give you some inspiration.

Although some tables and chairs will be supplied on the day, along with basic equipment, if you do have tables, chairs, rulers, knives, sanding blocks, cutting mats etc. that you can bring then please do. All building materials will be supplied including CA glue.

Useful Chuckie Challenge Links:-

Building:-<https://www.youtube.com/watch?v=Omi4qcwtAaA>

Sample Plans for inspiration :-

<http://www.outerzone.co.uk/search/results.asp?keyword=chuck+glider>

<http://nswbgmodelling.airleague.com.au/FreeFlightPage/ChuckGliderIndex.htm>

NOTE: in the competition the entire airframe is to be constructed from only a sheet of 1/8"x 4"x 18" balsa and a strip of 1/4"x 1/2"x 18" balsa so some plans will need to be adapted.

Below is the winning glider from 2 years ago, built by myself, and based on the Hang 10. I found it important to use every bit of balsa sheet so the vertical stabilizer is actually made from three off-cuts re-glued together. I also thought it was worth sanding a basic aerofoil as indicated on the plans.



Any questions please drop me an e-mail at [mrp\\_guy@yahoo.co.uk](mailto:mrp_guy@yahoo.co.uk).

Guy.

## HWDMAC Summer Gala 2018

Well, the Gala took place on Saturday 30<sup>th</sup> June as advertised and despite a gusty wind was a very successful social event. A lot of the Club members turned up and we were happy to see a few wives and families. And for once the sun shone all day.

BBQ catering was in the able hands of Jonathan and was served as promised from 2.00pm. There were very nice burgers and sausages with the usual accessories and a good selection of cold drinks. (You could have a good future running a beach barbeque Jon!) Guy's wife provided a selection of cup-cakes that went down very well.



Unfortunately, because of the gusty wind, the planned flying scale competition postponed from earlier in the year was again put off. There were only a couple of potential entrants anyway so we do not intend to try to run this competition any other time this year. Neither were there any entrants for an aerobatic competition, but we will keep this one live for some other time.



A good amount of general flying did take place but there was little organised. Obviously this was the way people liked it so that was the way it was. There was also some action from the cars and even the visitors had a go.



And in case you were not sure whether to come because you did not know if anyone else would be there, a quick check on the web-cam would have soon shown that it was worth coming. This frame shows just how much interest there was in the BBQ that was in the black gazebo.

Having both gazebos was very useful as the second one provided some much needed shade.



We also had the joy of a fly-past of a B-17. No idea why or where it was from, or going to, but nice anyway. Of course it was just at the moment that I had picked up a sausage sandwich and drink so juggling them while trying to get the camera working was a bit of a test.



Eventually people drifted away and left the hard-core to some evening flying, finish the BBQ bits and clear stuff away. Very many thanks to those who organised the day, set things up, arranged the catering and cleared up. If you enjoyed it then perhaps you could help as well next year and make it even better.

## First Aid Survey

Have you completed the on-line questionnaire about a possible Club First Aid evening? If not then please do so. It will not take long as there are very few questions to answer. Please go here: <https://www.surveymonkey.co.uk/r/DPG6FFN> to register your interest, or not. The survey is anonymous.

## BMFA Achievements A & B Certificates

The BMFA achievements scheme is a great way to progress your flying abilities. For novice flyers training for the A certificate offers the basics of model flying and for intermediate flyers the B certificate offers more complex and challenging manoeuvres. The manoeuvres in the tests aren't necessarily ones that you would perform in day to day flying but practising them will develop flying skills, almost like the "wax-on wax-off" exercises that the Karate Kid trained with\* – sadly you won't have a nicely buffed car as a bi-product.

The web site for the achievement scheme has come on in leaps and bounds in recent years and has useful guides and quizzes to help us prepare for the tests. Freely available is the Examiners Guide for the fixed wing A & B tests:- <http://achievements.bmfa.org/wp-content/uploads/2017/12/BMFA-ASRC-Fixed-Wing-Power-Certificates-2018-v1.3-Nov-17.pdf>. Reading the guide gives a great insight into what is expected and what aspects of the manoeuvres are scrutinised. In addition to flying skills, your knowledge will be tested with a series of questions on the laws governing flying and good practice. To help prepare for these there are two quizzes online which you can use to test your knowledge:-

<http://achievements.bmfa.org/quizzes/fixed-wing-a-certificate-and-bpc-quiz> & <http://achievements.bmfa.org/quizzes/mandatory-questions-quiz>

### BMFA A Certificate

The aim of the A certificate is to test that candidates have got the basic flying skills and knowledge to complete a safe flight as well as being aware of what to consider when progressing to more advanced models. The manoeuvres include controlled: take-off, left turns, right turns, landing, and safe recovery from a simulated engine/motor cut. By the time you finish the test the model will have completed up-wind, down-wind, and cross wind turns, as well as having flown at differing air speeds, which will have demonstrated that you can manoeuvre the model to pretty much any position in the sky in a controlled manner. The take-off and landing techniques required for the test may seem a little fussy, especially if you are flying a modern foam trainer with excess power, but they will serve you well as you progress to bigger models. It is worth noting that even armed with an A certificate **there is no shame in getting a more experienced flyer to test-fly and trim a new model or even break out the buddy-box when you progress to a livelier model.**

### BMFA B Certificate

Contrary to popular belief, the B test is aimed at intermediate flyers with a few years of regular flying experience. The manoeuvres take a bit of practise and they will push intermediate flyers but with regular practise they soon become second nature. If you practise and pass the test then not only will you have developed your flying skills, you will also get the treasured accolade of a BMFA B certificate – this also gets shown on both membership cards for the club and the BMFA. There is a series of very helpful magazine articles on the achievement scheme web site that say twice as much about the B test as I could (and in half the number of words):- <http://achievements.bmfa.org/guidance-booklets/b-prepared>

### General Safety

Examiners will be observing the pre and post flight checks and pit practises throughout the tests. For B test candidates these should be second nature, but it is worth spending an hour or two reading the BMFA handbook to make sure that you haven't got into bad habits - I certainly had! Communication whilst flying is also observed, if there are no other flyers then you will be expected to make the calls that you would if there were others flying and the examiner will likely simulate the expected responses.

### Where Next?

The club training coordinator, Jonathan Harper ([carosel43@hotmail.com](mailto:carosel43@hotmail.com)), is the best person to contact. He is more than capable of flying the tests (probably even inverted) and will guide you through all the manoeuvres imparting valuable advice and knowledge along the way. Also do a bit of homework and go through the guides on the achievement scheme web site.

**Mike Winston** - Membership Secretary

## Geoff Lyons Does 750 kms

Not actually a modelling item but congratulations to Club member Geoff Lyons for a major gliding achievement. In his own words:-

“Following on from the NOTAMs last week I was very pleased that there were none last Sunday to prevent me gliding. I achieved my first 750 km flight, a rare thing for glider pilots in the UK and it gets me a much coveted diploma. I’ll not be attempting anything similar in a hurry in the UK again (although 1000 km in South Africa or Australia has its attractions)...

I have to admit to feeling rather worn the following day after 10 hours in the cockpit. This flight follows on from a couple of 500s in preceding weeks - nice to have some decent weather. I will be flying in the Booker Regional Competition next week.

The final glide from 5500ft over Milton Keynes had me arrive straight in at Booker at around

8:30pm BST with about 50 feet to spare - buttock clenching! A marginal 250 ft was initially indicated on the flight computer at MK and smooth (dead) air all of the glide. I was observed by a Police helicopter as I crossed the boundary at Booker - I wonder if they have a video. Gliding colleagues at Booker and in Poland watched me progress in real time on screen - and rushed out to greet me as soon as I ground to a halt - quite a surprise to me as I assumed everyone would have gone home.”

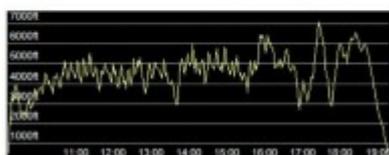
The picture shows Geoff’s route and height. That final buttock clenching run from Milton Keynes is very clear. It’s about 32 miles from Milton Keynes to Booker and the height lost was 5500ft which represents a sink rate of about 30.7:1 all the way. Yeah, definitely good piloting.

An interesting web site to see where gliders and some other aircraft are in real time is

<http://live.glidernet.org/#c=51.72638,-0.64285&z=10&m=0&s=1>.



Looking surprisingly cool after such a long flight



## Make sure it’s properly locked

A member recently went to the Flackwell field and found the Club House open and the padlock inside although he was the only person there. If you are the last to leave please make sure that you close the door and fix the padlock. If you are almost the last to leave it makes sense to confirm that those still at the field have keys and will do the locking up.

\* The Karate Kid was a 1984 film in which a martial arts master (Miyagi) agrees to teach karate to a bullied teenager (Daniel). Here is the dialogue referred to:-

**Miyagi:** First, wash all car. Then wax. Wax on...

**Daniel:** Hey, why do I have to...?

**Miyagi:** Ah ah! Remember deal! No questions!

**Daniel:** Yeah, but...

**Miyagi:** Hai!

*[makes circular gestures with each hand]*

**Miyagi:** Wax on, right hand. Wax off, left hand. Wax on, wax off. Breathe in through nose, out the mouth. Wax on, wax off. Don't forget to breathe, very important.

*[walks away, still making circular motions with hands]*

**Miyagi:** Wax on, wax off. Wax on, wax off.

You can work out the significance of Mike’s quote yourself, but it is certainly apposite. (Ed.)

## Trump Over Towersey

With the issue of NOTAMS including both of the clubs flying sites the question was how close would he be, well it the case of the Towersey field pretty much directly over head! Caught on a mobile phone at about 7.20pm last Thursday we witnessed Trump's aerial convoy heading to Blenheim. The flight path took them almost directly over the Towersey strip. A good job we did pay attention to the restricted flying times - had anyone been flying there was a good chance they would have been shot down - literally!

Two Ospreys flew over first followed by a group of 4 helicopters and another Osprey. Which one was Trump in - no idea, but it is usually one of the helicopters, maybe the one in the picture!



Guy

## Committee Members for 2018

Office	Name	E-mail	Telephone
Chairman	Stephen Berry	Data removed for Web publishing	
Deputy Chairman	Daren Brand		
Treasurer	Malcolm Connell		
Secretary	Guy Pickett		
Membership Secretary	Mike Winston		
Competition Rep			
Training Rep	Jonathan Harper		
Flackwell Rep	Ron Spencer		
Chinnor Rep	Brian Seymour		
BFMA & Safety Rep	Mitch Mabbutt		
Newsletter Editor	Malcolm Connell		
Web Site and Communications	Malcolm Connell		

**The post of Competition or Event Rep was not filled at the AGM. Why don't you volunteer?**

My thanks to those members who have contributed to this and other Newsletters recently, particularly the two who almost wrote this edition. Have you got something that you could contribute?

## Meetings and Events in 2018

Date	Day	Event	Location
25 June	Monday	Club Evening at Flackwell Field	Flackwell
30 June	Sunday	Summer Gala Day	Flackwell
22 July	Sunday	Chuckie Challenge ( <i>Reserve date 29 July</i> )	Towersey
19 August	Sunday	Summer Fly-In	Flackwell
27 September	Thursday	Multi-Media Masters Photo Competition	RBL
25 October	Thursday	Talk - Speaker and subject to be advised	RBL
29 November	Thursday	AGM and Subs payment	RBL
2 December	Sunday	Hamper Competition ( <i>Reserve date 9 December</i> )	Flackwell