

Inside This Month

- Chuckie Challenge results;
- Multi-Media Masters rules;
- "So that's where I went wrong!"

Also any other news as it comes.

Stand Up and Be Counted

Unfortunately the present committee is running short of people to do all the jobs needed for maintaining the Club and due to work moves and a feeling that they have been doing it long enough several members have said that they will not be standing for election at the next AGM. Specifically we will have an urgent need for a Chairman and Secretary. A BMFA Rep. and Events Organiser are needed as well and the Deputy Chairman post will also be vacant. Although the Treasurer post is covered the incumbent would be happy for someone else to take over as well if anyone wants it. We have to have a Chairman and Secretary but the other roles do not necessarily have to be committee posts.

So we come to the question "**What are you going to do to help?**"

If your answer is simply "Pay my subs and use the facilities" then that's fine because without some new blood in the committee all we will be doing is providing basic facilities and it is not at all clear how much longer we will be able to do even that.

We are one of the largest and best clubs in the region so surely somebody out there can spare a few hours a month to help out. If you would like to come to a committee meeting as an observer or to get a feel for it then you would be welcome to do so. Just give the current Chairman or Secretary a call (see back page) and discuss it.

The financial year of the Club has just ended and if you are interested our position is fairly sound. A full report will, of course, be presented at the Annual General Meeting in November. "Great" you may say and "So what", but before you skip the rest spare a moment to think what the Committee do for you. Apart from managing the Club finances they liaise with the respective farmers whose fields we use, liaise with local residents and officialdom if our activities upset them, manage membership and BMFA records, manage and maintain the two flying sites, provide a link with the BMFA and a local voice on their committees, organise events, competitions and entertainment throughout the year and keep you informed through this Newsletter and our web site. So if no-one is prepared to help out with these functions then in a couple of years there will be no High Wycombe and District Model Aircraft Club and two wonderful model flying sites will be lost and we will be unlikely to get them back again.

There is, of course, a considerable incentive for serving on the Committee that will be explained when you get in touch.

See you at the AGM in November.

By the time you get this Newsletter the Summer Fly-In meeting will have been and gone. Although by all accounts due to poor weather it actually went un-noticed. The event was arranged for an early date to avoid clashing with the Bank Holiday. Consequently the next Club Event will be

*The Multi-Media
Masters Evening*

and details are on
the next page.

Multi-Media Masters Photo Competition



This will be on Thursday 27th September, at the Royal British Legion, Flackwell Heath.

Come along and marvel at the works of art produced by your fellow members and perhaps display some of your own. There have been a number of Club events this year giving the opportunity to capture some entry material for this event and you cannot complain about the weather.

Remember that it is no good having a perfect photo or video if the subject is only a speck in the centre of the frame. There is plenty of good editing software available for PCs and mobile phones, some of it even free, that will remove the surrounding space and enhance your effort.

There will be three entry categories this year: **Model Aircraft / Real Aircraft / Aviation Video** and the rules will be much the same as previous years.

- Photos
 - Photos must have been taken by the entrant;
 - No fancy editing of the photo is allowed except for cropping, contrast and brightness.
- Videos
 - May be up to 3 minutes duration (depending on how many entries are received videos may be cut short during the initial rounds but the full videos will be shown in the final);
 - Must be taken/owned and edited by the entrant;
 - The clip may be a compilation of shorter clips;
 - Audio may not be included in play-back.

All entries to be submitted with a brief description of the entry (subject(s), location, event, etc).

Entries must be submitted before 24th September 2017 either by email to mrp_guy@yahoo.co.uk or as a link to a downloadable file.

Even if you really do not want to enter please come along and see what your colleagues can do and vote for your favourites.

Guy

Trimming the Hedge

Many thanks to all those who turned up to help trim the top hedge. The result, as can be seen, is a great improvement. No longer do you need to take off like a F22 Raptor (see clip at <https://www.youtube.com/watch?v=FuD8KXPD3HI>) and a proper landing approach is possible. Despite all the sharp tools there were no fatalities just a few sore arms next day. I wonder if we could do something with that tree next.



Mini Duxford

A group of stalwarts made a trip to the Duxford Open Day last month sharing cars to reduce the hit on the environment (*Oh yeah!*). A good day was had by all. No photos as they are being kept for the September event. However, there was an earlier mini air show at Flackwell courtesy of Jon and Daren when they gave their warbirds an airing.



Chuckie Challenge 2018 Report

In a bizarre twist of fate the Chuckie Challenge 2018 didn't need re-scheduling, the conditions were nigh-on perfect if a little on the warm side. The cows were back in the field but this herd is reasonably well behaved, easily shoed away, and the club's shovel was deployed to reduce the chances of folk decorating their footwear with cow droppings.



With the gazebo up, tables laid out, and tools arranged, it was time for the 10 (well, 9 Malcolm was en-route) talented and eager builders to make a start on their soaring sensations. Some of us had drawn out plans, others took note from the winning models of the previous competitions, and some followed plans that Guy kindly supplied. *(And being late I made it up on the spur of the moment - Ed.)*



We took a break half way through the building stage for refreshments with tea and coffee brewed up by Guy and a few snacks to keep our sugar levels topped up. The gliders were taking shape, most were conventional but there were some very interesting tweaks. A couple of gliders employed "V" tails, there was a delta based on the Mirage

III, some had swept wings, and one had a stylish "T" tail. Other variations included wings with tip-dihedral and newcomer David fashioned a very fetching wing which had a flat centre section, dihedral from half way along each wing and anhedral tips.



Trimming and test flying took a couple of casualties; the wood supplied was generously donated but some was very brittle leaving some of the gliders 'shattering' following a heavy arrival – next year we will return to buying fresh balsa. I don't think that any of us ended up with a perfectly trimmed model, probably as much to do with spending time chin-wagging over tea and coffee than test flying. This left the competition wide open with all the gliders flying reasonably well but

none considerably better than the others

Bruce and Guy opted out of the flying due to their planes being unable to land without breaking, so they kindly took charge of organising the flying. So, with the Head-to-Heads underway the first win went to Stuart with his swept wing "T" tail design over my enhanced Mirage III effort. Next up were two similar designs, both with tip dihedral but it was Nick's glider with rounded wing tips that hung in the air



slightly longer than Gaynor's which had strikingly pointed wing tips. David's futuristically winged glider flew well but not quite well enough to stay aloft longer than Holly's relatively gently launched "V" tailed glider which floated gracefully almost unwilling to land. Colin went for a very similar design to the one that took him to the 2017 finals, the only noticeable difference being a "V" tail, it certainly

didn't hinder the performance as it stayed clear of the ground for longer than Malcolm's high aspect ratio design. With the first round of the head-to-heads completed the competition continued so everyone flew against each other to decide the finalists.



The semi-finals are run as head-to-head fly offs with the first to get two wins going through to the final. To claim a win, the winning glider must fly for at least one second longer than its competitor. Aside from a few tension building draws, it was Stuart and Colin who made it through to the final, both (eventually) getting their two wins without losing. The final requires three wins and Stuart was taking no prisoners with his first launch. Interspersed with a few draws, Colin drew level and then took the lead to leave him requiring just one more win but Stuart fought back drawing level and then winning again to take the title of 2018 Chuckie Challenge Champion.

Results:

Position	Pilot	Total points	Comments
1st	Stuart	18	Although tied on points Stuart beat Colin in their Head to Head
2nd	Colin	18	
3rd	Holly/Lewis	15	Tied on points but Holly beat Nick in their Head to Head
4th	Nick	15	
5th	Brian	9	
6th	Gaynor	6	
7th	David	3	
8th	Malcolm	0	

It was a very well-deserved win for Stuart, to some extent his glider design defied convention with its swept back wings and “T” tail, it was smaller than the other gliders and it was the only one that was catapult launched.



Thanks to all of those who came down, for the help with setting up and organising, and to one and all for getting into the spirit of the event. I found it to be very pleasant day, with 10 competitors, a handful of spectators, and normal club flying, it made the site very

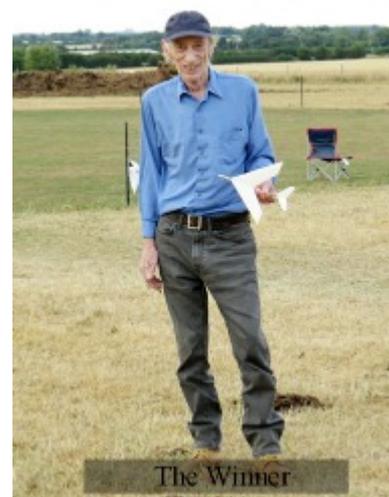
busy. Roll-on next year’s competition, in the meantime I’ll take notes from Stuart and sketch out a micro “T”-tail swept-wing catapult launched soarer!

Brian

And Lessons Will be Learned ...

Many thanks to Brian for an excellent write up of the event and many congratulations to Stuart on a well deserved win. It was the first Chuckie Challenge that I had managed to get to and take part in and it was very enjoyable. Great field, great people and great fun. I was a bit late getting there but once I had convinced the cows lurking round the gate that I was going in things were fine. I was greeted with that wonderful question “Coffee or tea?” and given my kit of parts; well a small sheet and a strip of balsa. I had done some earlier design work for my glider but had left the drawing at home and anyway had only about 20 minutes to get in the air. So fancy

multi-dihedral elliptical wings were out and a simple straight taper wing and tailplane were the thing. Thanks to some helpful comments and a few sprays of CA kicker from Mitch I had something that at least looked competitive. Can’t looks be deceptive! A bit of nose weight and the plane balanced about half way down the wing so that looked OK. Let’s give it a chuck ... Hmm let’s



glue the fuselage back together and add a little more nose weight. No more testing, it's time for a photo call and get on with the contest.

As you can see, I did not do very well as the glider insisted on turning sharply and diving for the ground. So remove some nose weight and launch upwards; that almost worked, we got a nice stall turn before another broken fuselage. Isn't CA wonderful. Ah well, chuck it and hope.

So, was I dispirited? You bet I was! Do not believe that stuff about "It's the taking part that counts". Rubbish, it's being competitive and **winning**. OK, realistically I was never going to win overall but I thought that I would do better than a whitewash so what went wrong?

A few days later I examined my glider in more detail. Amazingly the alignment was nearly perfect (thanks again Mitch) and the longitudinal centre of gravity was roughly where the books said it should be, but gentle testing down my garden produced consistent spiral dives. Inspection showed that the right wing was noticeably heavier than the left. We had also put the nose weight on the right of the fuselage and the combined effect was to put the CG (or centre of mass) about 1/2 inch to the right of the fuselage. The poor thing never stood a chance of flying straight and true. I did try adding weight to the left wing to balance laterally and achieved beautiful long glides. Design vindicated - construction not so good.

So in the words of every report on a project that went wrong "Lessons have been learned", but in this case they actually have been. Get there early so there is time available; don't forget the design and any jigs and other gizmos needed for setting up; and think about the testing.

Next year? Bring it on.

Malcolm

Many thanks to Michaella Webster for many of the photographs in this article.

An interesting web site dealing with model aerodynamics is <https://rcplanes.online>

A Bit of a Mystery

Last month one of the Committee visited the field and noticed that the gate was open the wrong way round. It appears that someone had lifted the gate off its hinges, no mean feat, and opened it and left it still chained to the post. Presumably they were unable to operate the new padlock so just moved the gate to get

onto the field. So far we do not know definitely who did it but please do not do it again.



The padlock on the gate has recently been replaced and we suppose someone had trouble with it. The code is the same as before, ####, (redacted on web copy) but once that code has been set you have to press the button on the end to release the hasp.

If you are the last to leave please make sure that the gate is closed, the padlock locked and the numbers scrambled.



Motorcycle With Aircraft Engine

Well, it's vaguely aircraft related and I know how some members are keen on motorbikes. See the video, and listen to the wonderful audio, at <https://www.youtube.com/watch?v=kps82JmgoVg>.

Also see how it was built at https://www.youtube.com/watch?v=3br_haXmeWk.



Errors and Omissions

Apologies to Brian Seymour whose BMFA Achievement Scheme article last month was wrongly attributed to Mike Winston.



Some Oddments

Before internal combustion there was steam power and yes there were steam powered aircraft. There is a nice bit of film of the Besler Steam Plane here <https://www.youtube.com/watch?v=nw6NFmcnW-8>. Note that the engine could be quickly reversed and the plane could move backwards and park itself. You can see this reversal on the film. Not something to be attempted in mid air.

Committee Members for 2018

Office	Name	E-mail	Telephone
Chairman	Stephen Berry		
Deputy Chairman	Daren Brand		
Treasurer	Malcolm Connell		
Secretary	Guy Pickett		
Membership Secretary	Mike Winston		
Events Organiser			
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		

Data removed for Web publishing

My thanks to those members who have contributed to this and other Newsletters recently.
Have you got something that you could contribute?

Meetings and Events in 2018

Date	Day	Event	Location
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