

Inside This Month

- Chuckie Challenge info;
- Concours report;
- Lots of adverts.

Also any other news as it comes.

The crop is growing in the field at Towersey so please follow the existing tracks across the field.

Cars must now be parked against the South hedge between the mower shed and the tree to the West. Unload in the pits and follow the single track from the pits to the parking area.

Big news - Our Chairman does rather well at the BMFA Indoor RC Scale Nationals - see page 3

The next club meeting will be the -

Chuckie Challenge



and will be on

Sunday 28th July, 2019

At the Towersey (Chinnor) Field

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.

Due to the recent bad weather it is possible that the farmer will not have taken the crop from the field before the end of July in which case we will have to think again about dates.

Chuckie Challenge - Club Meeting 28th 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 28th 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"x 4"x 18" balsa sheet (expected to be used for the wings, tailplane and fin, but you may think differently) and a 1/4"x 1/2"x 18" 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 cut up the wood and glue the bits back together and the shapes into which the wood is chopped and glued is where the ingenuity lies. Lead 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 best of 5 fly-off final between the top two pilots. For all contests, the competitors will launch simultaneously when a whistle is blown (you'll be given a clue with a short countdown), any loitering after the whistle has blown will be penalised. Catapult launching is permitted, but not towing. Longest flight wins the round or a draw will be given if both gliders land within 1 second of each other. Repairing your plane between rounds is also permitted.

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 about 7:30pm.

We strongly advise that you 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 are the winning gliders from last year and 2 years ago and the differences in technique are obvious. Any questions please drop an e-mail to b.s.toolbox@btinternet.com.

Brian



BMFA Scale Indoor R/C Nationals 2019

National scale competitions are a balanced test of building an accurate replica of a full-size plane and flying it in the style of that full-size plane; surely the result has got to be an airshow in miniature? Building a model in the hope that it is suitable is quite a chance to take, but flying only classes give competitors a chance to size up the flying part of the competition with minimum effort. The flying only class of the BMFA Scale Indoor R/C National promises a gentle introduction to scale competitions because eligible models are cheap, easily assembled, and robust. As I have a leaning towards building, I went for a Micro Aces Fokker D.VII which takes a fortnight of evenings to build and its pre-printed components combine into a very nice-looking model. Taking part in the BMFA Scale Indoor R/C National busted a few myths for me. Hopefully the account below will be informative and offer encouragement to others to enter and enjoy future events.



My first impression of the venue, RAF Shawbury, was how fantastic it was. Not only does it have a much bigger flying area than I am used to, but it also has a separate smaller flying area for trimming. Event organiser John Minchell introduced me to the judges as well as the other organisers and provided me with a [score sheet](#) to fill in. The score sheet has two functions: to convey information to the judges about the model and the intended flight (filled in by the competitor), and to record the judges' scores (filled in by the judges). **Competition flights consist of 7 manoeuvres, 4 of which are compulsory: take-off, figure '8', descending circle, and landing, and the other 3 are chosen from a list.** The flight must start with the take-off and end with the landing, but the flying order of the other manoeuvres is at the discretion of the competitor. The manoeuvres are described in detail in the [Scale Competition Rule Book](#) and it is well worth reading. Conveying the chosen manoeuvres and their order is easily done by writing the order number next to the manoeuvre on the [score sheet](#) – have a look at it for clarification, the take-off is pre-set to 1 and landing to 7.

The flights are completed in 4 rounds. Competitors fly in the same order for each round so it is easy to estimate how long it will be until your next flight. I was 8th in the flying order which gave me the opportunity to see how the experienced competitors prepared and carried out their flights. **My concerns about memorising the chosen manoeuvres and their order turned out to be unfounded as it is permissible to have an assistant to call out the next manoeuvre.** As my Dad was with me he called the next manoeuvre, but had he not been there then fellow competitors are more than happy to assist. I'm not the only person who occasionally flies manoeuvres so badly that they are unrecognisable so, to give the flight judges a fighting chance of scoring manoeuvres appropriately, pilots call the manoeuvre in advance of performing them and signal the start and end by calling "Now" and "Complete". I was dead nervous on my first flight and can't really remember whether I did this properly, but since **final scores for the competition are a combination of the two highest scoring flights**, I fully expected to drop the score for my first flight. A glaring error in my first flight was that I didn't fly the rectangular circuit to the standard described in the rules – mental note for next time: RTFM! Although my performance must have been frustrating for them **the judges gave me a very civilised and motivating appraisal of the flight** – they were certainly not the Gordon Ramsey type critics that I feared they would be.

With the first flight complete there was plenty to improve on, so the rule book was studied and the trimming area put to good use. The second round went better,

studying the rules, practising the manoeuvres, and practising making the calls made the flight less fraught. I still felt that the flight was bit scruffy, so I had another stint in the trimming area. We had a break after the 2nd round for lunch and there was the opportunity to practise in the main flying area which I also took advantage of. I felt that the third round was reasonably good, getting a better feel for where the flight line and centre line were. I reckon that I properly had my eye in for the 4th and final round, the take-off was straighter and smoother than any of my others and the plane just seemed to find her way sweetly round the figure '8' and the descending circle. Annoyingly, the elevator servo got stuck just before I started the rectangular circuit but after a bit of elevator stick abuse it came free only to stick on full up. A bit more stick wiggling left it stuck on down which of course resulted in a rapid end to the flight - just as well the final marking allows the worst two scores to be dropped!



Although billed as a flying competition, the event is considerably more. The atmosphere is very friendly, we felt very much at home and part of the event. The day was well organised and run, the organisers were thrown a couple of "curve balls" but they dealt with them swiftly. There are fantastic models to behold which are truly awe

inspiring. Not only are they exceptionally well finished and accurate representations but they fly well and look majestic in flight. The variety of models is broad with subjects such as: a Boeing 757 with scale undercarriage that retracts, a detailed Vickers Vimy bomber - even turnbuckles on the rigging wires were detailed, an inch perfect PA-18 Super Cub, a C-130 with retracting undercarriage, a Lancaster bomber, and a WWI torpedo bomber that drops torpedoes!



With the competition flights complete, the scores were totted up whilst we packed up and chatted about our planes and fights. The meeting finished with the competition results being announced, certificates and trophies presented, and thanks given to the organisers and judges. The results need to have a 3rd and final check but once this has been done they will be accessible from [the BMFA Results web site](#).

It was a fantastic day out, the judges were constructive and motivating in their critique, the organisation was slick, and the other competitors are very talented in building and flying and they are also very good company. Make plans to get to next year's event, it's a great day out!

Brian

Indoor R/C Scale Flying Only

BMFA No	Name	Model	Best flight	Next Best Flight	Total	Final Position
181096	Brian Seymour	Micro Aces Fokker D7	1597.5	1455	3052.5	1
086453	Ian Pallister	Veron Tiger Moth	1475	1452.5	2927.5	2
056529	Rob Wardale	Boeing 757	1352.5	1285	2637.5	3
SAA 7152	Douglas Cowan	E Flight Spacewalker	1270	1235	2505	4
055543	Graham Smith	Vickers F.B.B.	1090	1065	2155	5
106614	Ted Griffiths	Micro Aces Bristol Fighter	1200	747.5	1947.5	6
156286	Danny Fenton	Jack Savage SESa	965	957.5	1922.5	7
036391	Eric Strefford	Spad XII	765	710	1475	8
082862	Andrew White	Avro Vulcan B2	0	0	0	Not Placed

So, just how well did Brian do?

Well, here is the relevant part of the results table downloaded from the BMFA link above. Not bad eh?

Glad to see the Club is keeping up its historic reputation. (Ed.)

2019 Concours

This year we tried out a new venue for the event, meeting at the Wycombe Judo Centre in Cressex. This is an interesting building having a large open space (the dojo) on the ground floor for the practice of various martial arts and which is surrounded by a first floor gallery viewing area. Here there is a bar and meeting area that we were able to hire for our event.

In view of the reduced membership we decided to simplify the competitive element this year. Planes could be entered as scale or non-scale with a Best-in-Show that could come from either group. Anyone who did not wish to be judged could just exhibit their model for the approbation of those present. Everyone was encouraged to take part in the marking which also stimulated conversation.

Eventually the marking sheets were collected and after a bit of spreadsheet magic the following results were declared.

	Scale		Non Scale	
1st	Brian	Sopwith Camel	Neil	Sebart WindS
2nd	Mike/Graham	Spitfire IX	Roger	Tutor 40 modified
3rd	Neil	P51 Mustang	Stewart	ChuckE
Best in Show - Brian - Sopwith Camel				

We had the Concours Cup on hand so this was presented to Brian there and then; other awards will be made at the AGM a little later in the year.



Winner of Scale and Best in Show



Also seen at the Concours was a MicroAces SE 5A. These are lovely little scale kits for indoor or very still evening flying. More mention of MicroAces elsewhere, but have a look at their web site <https://microaces.myshopify.com/>



Planes for Sale

Ken Pearce opened his garage the other week and thought "Something has to go!" As you can see he has a large number of planes and wants to reduce that number so is offering almost all of them for sale. There are all types, IC, Electric, propeller and ducted fan. Most are in good condition while a few may need a bit of attention. Some are fully equipped with receivers but they all have



necessary servos. In some cases you could plug in a battery, bind the receiver to your transmitter and go flying. Ken is not asking a lot for the planes, generally £50 so get yourself a bargain.



If you are interested then give Ken a call on 01494 440128.



Nice little Cub, just needs new hinges for the rudder.

Acro Master; put a battery in and you're away. £50



More things that have to go

An ex-Club member who gave up flying a few years ago has donated a lot of items to the Club for disposal. There is some block and thick sheet balsa, an ARTF 3 channel powered aileron glider that looks as though it has minor damage, a selection of covering material, a sealing iron and a heat gun, 2 Irvine 40 glo. motors (one has good compression) and an OS 46 with some compression, some old can

type electric motors and a lot of small parts and bits. The motors need a bit of a clean. If anyone is interested in any of this then please give the Editor a call on 01494 531314 or email. All free unless you feel like making a small donation to Club funds.



Something else that has got to go!

Years ago, when the Newsletter was printed and sent to members by post, the Club obtained a fairly chunky laser printer. This has worked well over the years, and still does. However, now that almost all copies are distributed



electronically the printer has become redundant and I would like my work area back again. Consequently, if anyone would like a Samsung CLP-610ND with cables and toner cartridges please contact the Editor. There is still plenty of life left in the machine and toner in the cartridges.



The printer can be driven direct via a USB cable or from a network. A suitable donation to Club funds would be appreciated.

There has to be something from YouTube

Clips of the scratch built models flying at the 2019 BMFA Indoor scale RC nationals.

<https://youtu.be/WFBu0LGNrC8>

Clips from the BMFA Indoor Scale RC National 2019 from the flying only class.

<https://youtu.be/2pyQRQJdHrI>

Committee Members for 2019

Office	Name
Chairman	Brian Seymour
Treasurer	Malcolm Connell
Secretary	Chris Pearson
Membership Secretary	Mike Winston
Newsletter Editor	Malcolm Connell
Web Site and Communications	Mitch Mabbutt
Chinnor Rep	Neil Rice

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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 2019

Date	Day	Event	Location
30 April 2019	Tuesday	Concours event	Wycombe Judo Centre
28 July 2019	Sunday	Chuckie Challenge	Towersey
8 September	Sunday	General flying competition day; scale, fun fly, etc.	Towersey
27 November	Wednesday	AGM and Subs payment	TBA

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