

Inside This Month

- Chuckie Challenge report;
- Site Search update;
- Some other places to go;
- Lots of adverts.

Also any other news as it comes.



The next club meeting will be -

A Social / Bring and Buy / Club Update and General Chat Evening.

and will be on

There should even be food!

Tuesday 17th September, 2019

*At The Wycombe Judo Centre
Barry Close, (off Cresser Road,)
High Wycombe, HP12 4UF*

Starting at 7.30 pm.

This will be an opportunity to catch up with what has been happening in the club including the search for a new field.

Over the Summer many people have a clear out of sheds so if you have any items that you would like to bring down to try to sell then feel free to do so. The Club will have some of the stuff that has been donated recently by members who have given up active modelling.

The Club is not charging for this facility, and not otherwise getting involved, but if you make a killing then a small donation to our funds would be appreciated.

Otherwise just come and have a convivial chat with colleagues.

Chuckie Challenge - 2019

Following a week which had us perspiring in the hottest day on record, the forecast for the Chuckie Challenge appeared to be in constant change, in the end it started dull and breezy and turned calm and bright by the close. The building session had the strongest of the breeze but **car boots and the club gazebo provided just enough shelter from the wind** to fashion the gliders.

Designs for 2019

With top quality wood, adhesives, and tools there was no reason our visions could not be realised in glorious style. Entrants were presented building packs which consisted of the strip and sheet balsa and a pack of various grit sand papers. Catapult related items were available; handles, rubber bands, hooks, and fibreglass tow for binding the hooks to the gliders. Several knives were available for chopping up the balsa and a few pots of CA and a bottle of kicker were doing the rounds to glue the bits of wood back together.

A truly diverse range of models were built, **no two gliders bore much resemblance to each other** with swept wings, straight wings, tapered wings and even a stealth inspired flying wing!



We had just about every style of tail, T tail, cross tail, and V tail. Noteworthy models included Stuart's enlarged version of his **swept wing and T tail** championship winning design from last year, the father/son team of Mark and James going scale with a **U2 and stealth bomber** and Bruce, inspired by Stuart's 2018 winning model, went smaller than usual but maintained his preference for **high aspect ratio (long and skinny) wings**. Of the newcomers to the competition Steve went for a **simple but effective design**, Richard's model featured a **cambered wing** with tip dihedral and a V tail and Bradley went for a small design incorporating a **triple fin tail**. As for the rest of us Lewis

and Holly stuck to their liking of **V tails** but this year's model featured **swept wings**, Malcolm went for **pretty elliptical wings** [that proved pretty useless - Ed.] and conventional tail, Colin utilized **almost all of the sheet wood for broad wings** with fancy swept wing tips and the off-cuts were used for the V tail, and I went for a rather **drastic tapered wing** and a conventional tail.

Testing and Trimming

The catapults brought a new element to the competition as the tension of the catapult was adjustable by "daisy chaining" and/or doubling the rubber bands. Stuart was the most proficient and knowledgeable when it came to tuning the catapults, hopefully I'm not the only one who employed the "monkeys and typewriters" principle to choosing the number and configuration of rubber bands. With most having **tested our models to the brink of destruction - and some of us beyond** - it was time for a brew, contemplation, and prep for the flying that was to come.



Competition Flights

The competition format ensures that each competitor flies against each of the other competitors so, with 11 entrants, there were 55 head-to-head flights to get through. First win went to Steve Wackett pipping Bruce. Lewis and Holly continued their success from last year by staying aloft longer than Malcolm. Stuart also maintained his winning ways by

beating Mark. The battle between close friends James and Bradley saw James' Stealth Bomber fly for longer than Bradley's triple fin glider. Richard (new to the competition) held last year's finalist Colin to a draw, and I got off to a nice little start by beating Steve, whose glider turned out to be very good, this being his only losing flight in the league stage.





Bruce had mixed fortunes throughout the flights with 3 wins and 2 draws positioning him 6th. Malcolm started slowly but picked up wins in his 8th and his final flights to finish 9th. Reigning champion Stuart would have won a concurs with his glider and the performance was again very good but a few losses left him in 5th place, just outside the semi-finals. Mark's U2 wasn't far off Stuarts for looks and 2 wins and 2 draws left him in 8th place. James and Bradley both picked up 1 win and 2 draws each leaving them in joint 10th place, fair play to them as they didn't seek a vast amount of help and model gliders are a far cry from video games. Last year's finalist Colin had several structural failures on launch which were to scupper his chances of reaching the semi-finals, 2 wins and 3 draws left him in 7th place.



Finals

The semi-finals were a reasonably straight forward affair although 3rd place Lewis and Holly turned the tables on 2nd place Steve to make it through to the grand finale. Were there a prize for exuberant flying then this would without doubt go to Richard, considering it is a free flight glider it was quite a treat to see it perform a range of aerobatics with **loops, bunts, spins, and even extended inverted flight all the while staying aloft to score remarkably good flight times**. His flight times weren't quite long enough to see him through to the finals but his glider was definitely the greatest crowd pleaser.

The 3rd/4th place fly-off ended up going to form with Steve taking the first 2 wins. The final was very close with both gliders flying well but my one seemed to stabilise before it lost too much height. For all three flights there was only a couple of seconds in it but maximum kudos to Lewis and Holly as their main interest is model boats.

Summary

I guess that I'm biased but it was a great day for one and all; all the gliders created actually flew, folk got into the spirit of the event and everyone made a positive contribution to the evening. The list of thanks is pretty long but special mentions to; Bruce for being the main organiser ordering and preparing all the bits and pieces and doing the lion's share, Malcolm for organising the refreshments, spare gazebo, and being a "right hand man" for the event, Colin for supplying the computer and catapult rubber bands, Holly for running most of the flying part of the competition, not to mention several rounds of tea and coffee, Lorraine for taking the pictures, and everyone for lending a hand setting up and packing away.

Roll on Chuckie Challenge 2020!



Results

After 55 league flights and a lot more in the fly-offs, not to mention applying a large spreadsheet, we had the results noted above and summarised on the next page.

All the top scorers used a catapult launch to get the glider as high as possible and then hope it stayed there. Hand launching never stood a chance. Maybe next year we will have to look at two categories or return to hand launch - after all, it is called **Chuckie** Challenge.



Chuckie Challenge Results

Overall Position	Name	League Score	Semi Wins	Play-off Wins	Final Wins	Model Notes
1st	Brian Seymour	30	2		3	Steep tapered wing, poly-hedral
2nd	Lewis & Holly	24	2		0	Swept high aspect ratio wing, V tail
3rd	Steve Wackett	27	0	2		Straight wing, dihedral
4th	Richard Mead	17	0	0		Cambered wing, tip dihedral, v tail
5th	Stuart Coyle	16				Swept wing, T tail
6th	Bruce Austin	11				Small, straight wing, V tail
7th	Colin Seymour	9				Broad wing, poly-hedral, V tail
8th	Mark Seymour	8				U2
9th	Malcolm Connell	6				Elliptical, poly-hedral wing
10th	James Seymour	5				Stealth Bomber
	Bradley Turner	5				Small, tripple fin

Site Search Update August 2019

To many of you it may have seemed that we have given up on the search for a new field but this is far from the case.

We had a couple of what were expected to be good leads at Lacey Green and Mop End. Andy Travena and I put in considerable leg-work visiting 3 farms in the area but after a “wild goose chase”, the Mop End sites turned out to be a dead end and the Lacey Green site couldn’t accommodate us either. The farmer did put us on to another farmer, but sadly this also turned out to be unacceptable.

In the meantime, there are a few long-shots that Mike Winston is pursuing that could produce a result but not before next year.

The site at Cadmore End that has been visited by several members is still the only option currently available, but it is expensive and we have yet to establish whether the farmer will allow a layout which would be workable. A couple of club members have asked that we consider taking it on and raising club fees to cover the cost. Estimates of what club subs would come out to are in excess of £120/year which would make us the most expensive club in the area. Needless to say, this polarises opinion, feel free to let me know yours - b.s.toolbox@btinternet.com.

Assuming we do find a new site sometime, we must remember that no new site can be considered without a group of at least four club members committing to run and maintain it. Four people are needed to cover cutting the strip weekly, organising events, and organising training. When a site is found it will not progress until such a group of club members have committed to running and maintaining it. So will you all please consider whether you would be prepared to make such a commitment as nothing will happen otherwise. **Brian**

Apollo 11: The Complete Descent

The 50th anniversary of the first manned moon landing having recently passed I thought you may be interested in the film at <https://youtu.be/xclSzgGhMKc>. This is a detailed account of every second of the Apollo 11 descent and landing. The video combines data from the onboard computer for altitude and pitch angle and 16mm film that was shot throughout the descent at 6 frames per second. The audio recording has the air/ground transmissions on the left stereo channel and the mission control flight director loop is on the right channel. Of course some of us will remember it actually happening, and probably watched it live on TV, while for others it is just history.

Beyond the Club Boundaries

A day out flying at the club flying site is a fantastic and, almost always, rewarding way to spend a day, but heading off to fly at other events can be a great alternative. In recent times I have got into attending the model flying weekends at Old Warden (Shuttleworth), and going to the BMFA national scale competitions, both rather different yet both very enjoyable.

Old Warden/Shuttleworth

These events have been going for more than 40 years. Typically, there are three aeromodelling weekends throughout the year: May-fly (May), Scale Weekend (July), Vintage Weekend (September). The events are loosely based around their titles and you won't be out of place flying scale models at the Vintage Weekend nor vintage models at the Scale Weekend.

The events cater for just about all flying types with; radio control, control line, and free flight. I haven't had a go at control line, but the other two are pretty good fun:

Radio Control

The rules are simple enough: max model weight is 10kg and **you need to have BMFA B Certificate to fly**. The site is fantastic with **almost the entire length of the perfectly maintained perimeter track to take-off and land on**. The runway runs NNE to SSW so, when flying, you predominantly face ESE which means that the Sun is rarely a problem. The flying area is big (although not as big as our Towersey site!); unrestricted to the SSW, up to 200m to the NNE, up to 200m in front, and no flying behind. The only time I found things tricky was landing to the SSW as the final approach isn't all that long by the time you make the turn onto finals.



If you intend to fly then you need to **register at the transmitter control tent** with your handset and BMFA card. As it's a public event, there are a few simple rules to follow: no engines to be started in the pits, no electric models made live in the pits, no models on the strip without the say-so of the flight marshal. When you want to fly; **take your model to the starting box, let the flight marshal know that you**



want to fly and await his nod before starting your engine/connecting your flight pack. From this point you carry on as if you are at the club strip by **making the usual "on the strip" and "taking off" calls** before taking your model to the strip and taking off. The marshals do a fine job of getting similar models flying at the same time and are accommodating should a group of flyers want to fly together.

Free Flight

If you get to one of these events then take a free flight model, they are simple enough to build and the free flight area is a cracking place to spend the day. You **enter the free flight area at your own risk**, and you do need to have your wits about you as you will find a multitude of models flying around uncontrolled and at the mercy of the breeze. The



models flown range from simple chuck gliders to intricate diesel-powered scale models. **Getting free flight models to fly well is an art** as once the model is launched there is nothing left to do but watch. Some folk have mastered the art and their models are truly inspirational to behold, others don't, for this reason free flight models tend to have durability in mind when they are designed and built. One worry

with free flight is, **once you have got a model trimmed properly and flying well consistently, does flying that model get boring?** Still... I'm nowhere near that situation so I'm unlikely to find out in the near future.

What Else?

There are a few **trade stands and bring & buy stands** to browse through. The trade stands offer good advice, their prices are lower than rrp, and, of course, there is no postage to pay let alone the delay of waiting for items to be delivered. The bring and buy generally offers a load of bin-ready modelling products but, in amongst the tat, **there are some belting bargains** to be had.

If that still isn't enough to tempt you along then there is the Shuttleworth museum, it costs £3 on top the entrance fee. There are fantastic exhibits in the museum, many original planes from the very early pioneers of flight. Wandering round is an afternoon's entertainment on its own so well worth the extra few quid and a nice little substitute should the weather turn rough.

BMFA Scale National Competitions

Generally, competition is seen as a four-letter word but, realistically, the worst that can happen is that you score fewer points than you had hoped for. *[Tell me about it -Ed]* Scale competitions offer the chance to **see some of the country's best modellers fly their finest scale models**, taking part gives motivation to improve your own flying. **You can compete with just a BMFA A certificate**, as these events are not classed as public displays, there is no requirement to hold a BMFA B certificate.



Scale competitions cleverly enable **different styles of aircraft to compete against each other on the same terms**. Static judging, be the model a fighter or an airliner, is done by comparing the model to the subject. The flying is judged by comparing the way you fly the model to how the subject is typically flown, again, this means that fighters compete with airliners on the same terms. There is no disadvantage to choosing a subject that compliments your preferred style of flying so, **should your preference be a nice sedate Cessna 152 then you will score best by flying nice sedate manoeuvres in a nice sedate way**.

In these modern liberal times, **there are no less than 4 variations on the scale competition; scratch built (F4C), stand-off scale (F4H), flying only (FO), and light scale (LS)**. The flying only and light scale classes do not have static judging, so it is not a requirement that the competitor has built the model. These classes are the easiest to enter as, subject to the weight limits, all scale models can enter. F4C is the traditional and most prestigious scale class, the competition requires that the competitor is the only builder of the model and documentation is required to enable judges to compare the model to the subject. F4H is a half-way house between flying only and F4C, the model must be predominantly built by the competitor so ARTF models can be entered providing the competitor has completed a significant amount of work on the model i.e. the competitor must have at least re-covered and re-finished the model.



Throughout May-September the BMFA Scale Technical committee aim to sanction **scale contests for the Flying Only and Light Scale classes every other weekend** so there are several within driving distance. I have only attended two so far; West London, and Ramsey, the atmosphere at both was very pleasant and both clubs have excellent facilities at their sites with parking close to the pits and, essentially, on-site lavatories. These contests **typically attract a dozen entrants** and you get to fly two competition flights both of which count to the final score. There is normally time to have a little practice before the competition starts and at the half-time break, the Ramsey event was the exception because there were 20 entrants which made the schedule tight.

Further Information

The next event at Old Warden is the Vintage weekend on 21st and 22nd September, it's unlikely that you will feel out of place taking a scale model or even a sport model if it is based on a 1970s/80s design. The aeromodelling events at Old Warden are organised by Modelair, their website offers further details:-

<http://www.modelair.info/>

There rarely seems to be a published start and finish time for BMFA events, but sites generally open at 8:00am, folk arrive for 9:00am, booking in at 9:45am, competition flights start at 10:00am, the meeting is all over and done by 4:00pm. See the BMFA Technical Committee for further details:-

<https://scale.bmfa.org/>

Brian

FrSky FASST Compatible Receivers

Some folk have had range issues with FrSky FASST compatible receivers, there are reports of receivers going out of range as little as 250m away. The main culprit appears to be the TFR8 SB. The standard range test (30 paces) does not highlight receivers with reduced range, so go one step further; set the handset into range test mode, observe the range limit of a genuine Futaba receiver, make sure that the aftermarket receivers achieve the same range.



Items for disposal

We have been approached by Randal Thomas to help dispose of his late father's aeromodelling items. There is no list or prices but he says that there are a number of model aircraft, helicopters and boats plus a selection of glo-plug and diesel engines. Generally these models are boxed ready built and work-in-progress home builds; some motors are used while others appear brand new. Here are a few photos supplied by Randal and if anything looks interesting then please contact him direct at randalwthomas@outlook.com.



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 small donation to Club funds would be appreciated.

There has to be something from YouTube

Something to do next time you visit the USA! You will absolutely not get to do it in the UK. Definitely aircraft related. Tax deductible as well. https://www.youtube.com/watch?v=7_TaK0WZj2k

Not a lot to do with aircraft unless they hit a bump in the road. You would not want to see one of these coming up behind you. <https://www.youtube.com/watch?v=hIVm6sWYi2g>

I have always been suspicious of the number of Mars landers that have failed on landing. Now we know why! <https://youtu.be/E3Rp-oKS3W4> A bit more sensible than just turning them off.

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
28 July 2019	Sunday	Chuckie Challenge	Towersey
17 September	Tuesday	General chat and Club update evening	Wycombe Judo Centre
? October	TBA	Indoor flying event	Wycombe Sports Cent
27 November	Wednesday	AGM and Subs payment	TBA

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