

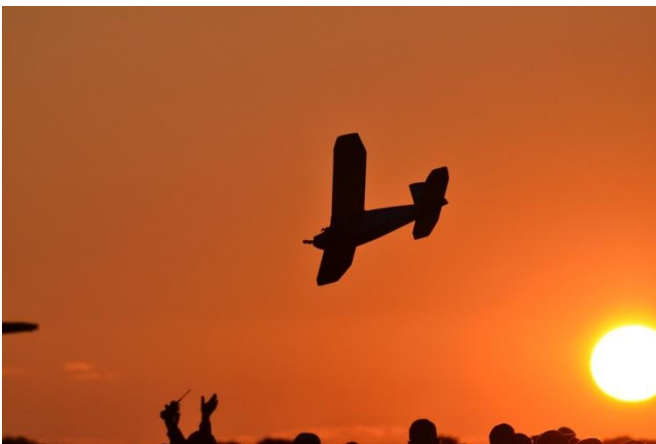


Waltham Chase Aeromodellers

Newsletter 25-10-2017

1. Introduction

Sorry for the lengthy delay since the last newsletter but we have been spending time outdoors making the most of the end of summer and (initially at least) a mild autumn. In this news letter you will find some important notices and some important safety information.



BMFA NATS, Free Flight Scramble

2. Message from the Chairman

First of all, I am indeed sorry we were unable to provide for you, a convivial barbecue event this year. Unfortunately on the due date the weather was totally unsuitable for either cooking food or flying and again the weather in early September was of no use either. We will just have to wait until next Summer.

May I thank all the regular flyers for keeping to the safety rules and I am happy to report, we have had no unnecessary accidents this season, due to carelessness.

We have seen many interesting flying events, especially from the Glider Guiders and the Tuesday Builders, attempting to fly their latest project, the Douglas C-47 Dakota. This beautiful model is again ready to have another go at flight, since it's unfortunate attraction to terra firma last time. With

all the modifications, I am assured by Jim Hall that the next flight will go according to plan.

Paul Warren, Dave Reynolds and Kevin Howard have Howard Metcalfe Models XFires in various stages of flight and development, so we hope to see all three dazzling us all next spring. If anyone would like to build one, the plan is now ready along with a parts sheet and building instructions. This was the last of Howard's creations and is a superb electric aerobatic model. Easy to build and an exceptional performer, using modern power trains.

Best wishes to you all and don't forget to attend the AGM in December.

Pete Sanders October 2017

3. Winter Flying Hours

The clocks change on Sunday the 29th Oct and so we change to winter flying hours at TVF. These are;

Saturday 1300 to 1800 All models (yes, IC!)

Sunday 1000 to 1300 All models, 1300 to 1600
Silent/Electric only

Wednesday Friday 1400 to dusk, All models

Please do not arrive more than 15mins before flying starts

Please no monster, screaming EDF models in the Silent/elec slots.

4. 2017 AGM

This year's AGM is to be held at the Shedfield Reading Room on Wednesday the 13th December at 8PM. I will send out the agenda and previous minutes in due course but this is your chance to have your say in the running of the club so please make every effort to attend and send your apologies if you cannot. If there is anything you want to raise please let me know so it can go on the agenda.

5. Fail Safes and Range Checks

The BMFA recently issued a full update of the hand book. This is a good opportunity to remind ourselves of a few things including;

- Fail safe: If a fail safe is fitted it must be set (this is a legal requirement from CAP658) and tested at the start of every flying session. If you use 2.4GHz gear or PCM 35MHz then you have a fail safe fitted.
- Range Check. No matter what radio gear you use a range check should be carried out on commissioning a new model, after a layup, after a heavy landing or crash, after an incident and now the BMFA recommend a range check every month or so.

If you have any questions on this please speak to me or Dave Reynolds.

6. Learn From the Misfortune of Others – 1.

Recently multi rotor pilots experienced a sudden loss of control that caused the aircraft to descend uncontrolled. Control was regained in the nick of time and disaster averted. Now, this pilot takes safety very seriously. The model was fitted with top quality (£££££) gear, installed and tested thoroughly. The cause of the incident is still unknown. No one was endangered as the model was being flown in the correct airspace. This shows the important of respecting the no fly zones and flying away from the flight line.

7. Learn From the Misfortune of Others – 2.

A fixed wing pilot was making adjustments to the transmitter while his electric model was live. A mistake with a button press caused the model to go to full power, leap forward and bite someone in the bum. On this occasion more of a fright than any physical harm but...

If a model is live (IC engine running or powered up if elec) it must be restrained and facing out of the pits towards the strip.

Also avoid making any adjustments with the model live unless absolutely necessary.

8. Kevin McGhee Does it Again (Now A Regular Feature)

Kevin continues to demonstrate that he really does not get out enough by producing another exquisite peanut scale model. This time another Tiger Moth. One simply cannot have enough Moths.



9. Pete Saunders – Chairman and Grandfather (Again)

Pete is very pleased that India Sophia, was born to his daughter Lucy and her husband Dean earlier this month. It is traditional to report the weight, 8lb 5oz (I don't know why).

10. BMFA NATS, 2017

At the end of August I, for the first time, joined the small number of club members who make the trek to the BMFA Nationals at Barkston Heath. The weather was absolutely superb allowing me to enjoy it even though not a natural tentist. Indeed, Dave, Kevin and other Richard complained that

someone nearby kept them awake with constant and deafening snoring. Strangely I didn't hear anything. We spent most of our time at the Scale flight line, the Show line and of course the free flight scramble (AKA chuck and duck - -total insanity). Photos follow.....



Corsair



Hawker Typhon. Or is it a Tempest? (It's a Typhon)



Howard DGA3



Blackburn Blackburn (Not a typo)



Sopwith (1 ½ Strutter?)



Tiger Moth!



Wessex Trimotor, no that shouldn't be dangling down.



Gypsy Moth



Fokker Tri plane



LA7 & Spit



Bugger!



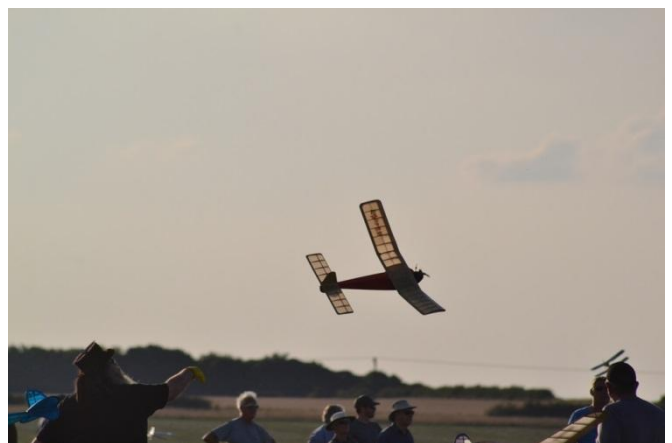
Lightning!



Control line pules jets, 200MPH +



Spitfire PR MK IX





11. Any Answers?

No one has identified this from the last new letter. I'm disappointed.



Sorry, don't know. Can anyone tell me what it is? It's not a Vickers Vimy

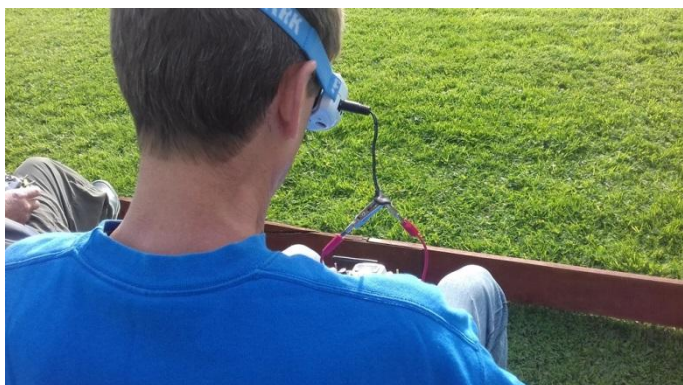


This month, does anyone know what is going on here?



12. Good Idea of the Month

Is powering your FPV goggles via 2 bare crocodile clips a good idea?



As both wires are the same colour there should not be a problem if they touch. Fortunately you can't see Richard's face so his anonymity is maintained.

13. Power Sportsman and Masters Comps.

We finally managed to run the power comps, and there was health interest. Sadly a few people who had wanted to enter the Masters could not make it on the day but still quite busy. Many thanks to those who let themselves be bullied into competing. The standard of flying was high although many people seemed to get lost doing the figure 8s flying off in all directions. And the constant stream of excuses from the pilots is most entertaining. Results as follows;

Sportsman

| | Place | Points |
|----------------------|-------|--------|
| David Field | 1 | 37 |
| Kevin Howard | 2 | 36 |
| Mark Ainsworth Smith | 3 | 28 |
| Pete Stanton | 4 | 27 |
| Graham Gardener | 5 | 26 |

Masters

| | Place | Points |
|----------------------|-------|--------|
| Ed Bunnage-Flavell | 1 | 86 |
| John Heffer | 2 | 69 |
| Kevin Howard | 3 | 68 |
| Dave Reynolds | 4 | 59 |
| Mark Ainsworth Smith | 5 | 58 |
| Dave Field | 6 | 51 |

Thanks to all those who took part and congratulations to the winners.

Due to the problems of getting everyone together at the same time on a day with good weather it has been suggest we organise the power comps differently next year. How about the schedules are

set at the start of the year. If you want to compete simply corner me at the field and fly the schedule. I will keep score. Each pilot may fly up to three times in the year. I compile the scores and keep them secret to be revealed at the next AGM. Good idea?

14. BMFA Southern Area Scale Comp.

I decided to have ago at a scale comp with my Tiger Moth as a change from flying in circles round and round TVF. Dave Reynolds agreed to be my caller, helper and driver and so we loaded up his van and set off to the Wimbourne Model Aero Club strip near Blandford.

We arrived at the strip to find a large and well maintained set up with club house and storage container. And horizontal wind socks. Undeterred (well a bit deterred) we assembled the model.



I think that's everything....did you put the Tx in?

The competition was flying only with no judging of the model. A number of mandatory manoeuvres and operational manoeuvres chosen from a list of aerobatic and non-aerobatic were to be flown in two rounds. Duped into signing on first I was first to fly. Opting for a test, trimming, flight first I gently opened the throttle to start my take off role and nosed over. All part of my strategy to convince my competitors that I had no idea what I was doing.



Nice strip, shame about the wind.

After restarting the model we changed to the shorter runway which was into wind and tried again. This time a successful trimming flight. Land, refuel and fly my first round. The cross wind was challenging forcing some of the manoeuvres to be off line but I enjoyed the flight and managed a good landing despite the unconventional approach (round a tree over the hedge, then get down to the strip to land on the short into wind runway. Dave was dispatched again to collect the model. The two judges noted this was my first competitions (ie I had no idea what I was supposed to be doing) and offered much good advice on how to improve my performance for the next round. The main points were that line was worth 50% of the marks so pay attention to this and don't rush the manoeuvres (where have you heard that before). Once the other three (yes only 3) had flow lunch was provided and consumed, being BBQ burgers and hot dogs served with a light drizzle of rain.



Decathlon

It was all low key, very friendly good fun and I would do it again. If you fancy trying something different to the normal Sunday TVF bashing I would encourage you to give it a go.



Tiger Moth turns it's back on Gypsy Moth



Bristol M1C

In the afternoon all (4) competitors flew again. I took on board the judges' comments but muffed the landing in the strong wind, letting the Moth go long and roll out into the longer grass causing her to tip onto her nose for the second time that day. Despite my blatant incompetence I had somehow amassed more points than anyone else and therefore came 1st. Dave and I dismantled the Moth and retired to the pub to celebrate with Coke and Crisps and beer for the pilot.



Foamy EDF Venom

15. Indoor Season

The indoor season is now in full swing with events at Havant and Wickham. See the website for details. Unfortunately events at Flemming Park are missing this year. Unfortunate for me as Flemming Park is just down the road from my house.

Flemming Park has been redeveloped and hire charges for the new hall are just too much while the old hall is no longer available. Alan has put considerable effort into negotiating with Flemming Park and seeking a different venue but to no avail.

16. Summer Glider Comp Scores

A highly competitive bout of gliding took place on 13th August. The glider guiders were: Kevin Howard, Kevin McGhee, John Urwin, Paul Warren and Richard Wright. The full results tables are shown at the bottom of the article, so I will not go into too much detail. Round one started a little disappointingly Kevin Howard and Kevin Mc Ghee, with a loss of direct sight for Kevin Mc, still struggling with distance vision. This left John, Paul and Richard to fight it out for the points, with Paul Warren taking maximum points.

Round two started dramatically, with Richard crashing on take off, rendering his model unusable for the rest of the competition. The two Kevins scored very long flights of over nine minutes, with Kevin Howard taking maximum points due to landing points. Paul and John struggled a bit in this round, but still managed around six minutes each, with Paul getting 80 landing points.

As I said, this competition was highly competitive and the final four flyers all managed over nine minutes, with Paul and John hitting ten minutes dead, each and John took maximum points this time with 50 landing points. The weather all morning was very kind, with light breezes and plenty of lift making for a perfect morning's flying.

The next bout was held on 17th September on an overcast, grey morning, thankfully with fairly light wind. The glider guiders were Kevin Howard, Richard Bristow, John Urwin and Richard Wright. The conditions for all rounds were not promising, with little lift, making for relatively short flights in round one, with Richard Wright taking round one, who managed to keep his model flying for very nearly seven minutes; a very skilful performance, considering the conditions.

Round two conditions, caused Kevin Howard and Richard Bristow lots of problems and they were both down in around four minutes. John and

Richard Wright pulled out very creditable flights of well over eight minutes, with Richard taking 90 landing points and again maximum points. Unfortunately, John had an awful landing, causing him to retire, with his model too damaged to continue.

Round three Was marred by plenty of sink, causing all flyers to struggle with endurance, however Richard Wright, again, skilfully managed to stay aloft for five minutes and 45 seconds, once again taking maximum points. Well done to all who took part and the final competition of the year we hope to hold on Sunday 15th October.

Results over the page

| WCA Glider Competition League | | | | | | Round | | 4 | | Date | | 17-Sep-17 | | | | | |
|-------------------------------|-----|-----|-----|-------|--------------|--------|-----|-----|-------|--------------|--------|-----------|-----|-------|--------------|-------------|-------|
| SLOT 1 | | | | | | SLOT 2 | | | | | SLOT 3 | | | | | Overall | |
| Name | Min | Sec | Ldg | Total | Points /1000 | Min | Sec | Ldg | Total | Points /1000 | Min | Sec | Ldg | Total | Points /1000 | Round Total | Pos'n |
| K. Howard | 4 | 07 | 0 | 247 | 501 | 4 | 01 | 0 | 241 | 388 | 3 | 54 | 0 | 234 | 678 | 1567 | 3 |
| R. Bristow | 3 | 00 | 30 | 210 | 426 | 4 | 02 | 0 | 242 | 390 | 3 | 31 | 20 | 231 | 670 | 1485 | 4 |
| J. Urwin | 5 | 52 | 80 | 432 | 876 | 8 | 30 | 0 | 510 | 821 | 0 | 00 | 0 | 0 | 0 | 1698 | 2 |
| R. Wright | 6 | 53 | 80 | 493 | 1000 | 8 | 51 | 90 | 621 | 1000 | 5 | 45 | 0 | 345 | 1000 | 3000 | 1 |

Pete Sanders & Richard Bristow 25-10-2017