

WATFORD WAYFARERS



MODEL AIRCRAFT CLUB

Affiliated to the BMFA (Club No.269)

Editorial



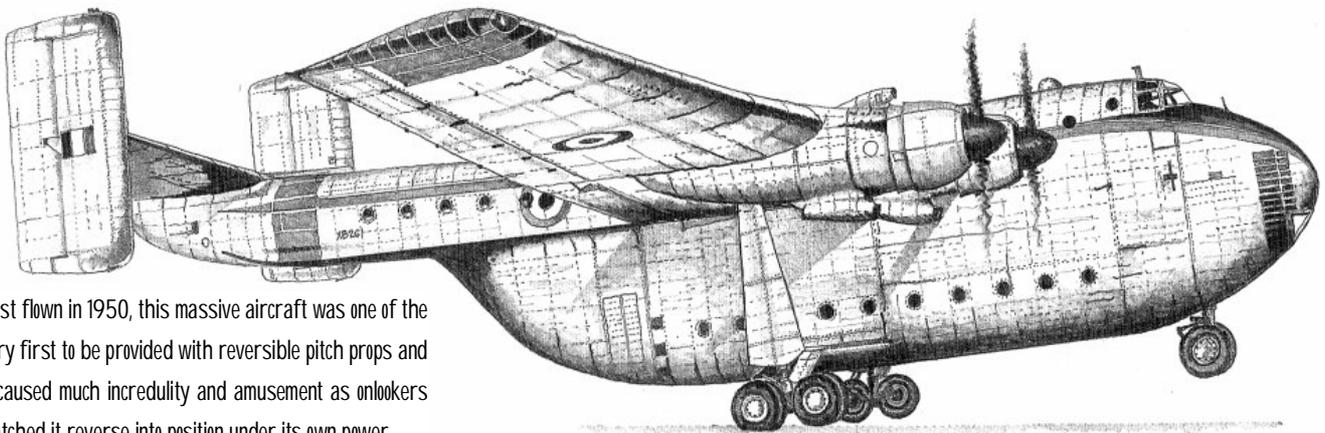
Do you know anyone who didn't receive the last news sheet? Then I don't know their email address so please ask them to put that right by either sending it to Arthur or to the email address that brought this bulletin to you.

Page 2 covers the January club night and my thanks to [Gary Field](#) for the pictures he took on the night and [Pete Christy](#) for providing me with the words to go with them.

It would be nice to be able to include this sort of story in every bulletin as a 'My Models' item. Since everyone out there has one or more models and most of them have a story of some sort, please send me pictures and a few words. It doesn't need to be a pageful - one picture and a dozen words will help. Whether they are old and built from scratch or new ARTF, nice or nightmare to fly, easy or expert builds, your fellow members are interested in all things that fly so there really is no excuse not to send me something.

Andy Todd

What's this?



First flown in 1950, this massive aircraft was one of the very first to be provided with reversible pitch props and it caused much incredulity and amusement as onlookers watched it reverse into position under its own power.

A couple of years ago I bought a fascinating book called *The Aviation Book* by Fia O Caoimh (a prize for anyone who can pronounce that!) which is a collection of nearly a thousand pencil drawings made by the author over a ten year period. He has kindly given me permission to reproduce some of these drawings and so here is the first one. I think this would make an interesting model but do you know what it is? Answer next month.

Club Night

February club night

Thursday 25th February 8:00 pm

Holywell Primary School, Tolpits Lane,
Watford

Flying in both halls.

Bovingdon

Just a reminder that negotiations are still going on for our continued occupancy of the flying site at Bovingdon and all members need to treat this as a privilege rather than a right. Hopefully, it goes without saying that being courteous and showing respect to the owners is expected at all times.

January Club Night

There was a good turnout at the January meeting and many thanks to [Paul Roberts](#), [Pete Christy](#) and everyone else who brought along an interesting selection of helicopters for us to have a look at.



Paul had persuaded son Steve to let him bring his 2009 competition helicopter along, a JR Sulphide with Super Gracy body kit.



Pete Christy brought his then unflown Hirobo Bell 47 which is powered by a 20cc petrol engine and



runs on a 25:1 oil mixture. Pete isn't sure of its history but thinks it probably dates from the late 80's or early 90's.

Behind the Bell is his Schluter DS-22. Dating from around 1974, the model was built for review in Radio Modeller and featured on the front cover. (If anyone has a copy of it, Pete would love to have or borrow it!) While the DS-22's own mechanics are refurbished, it's currently fitted with those from his Schluter Gazelle, a rear induction HP61 of similar vintage! The silencer also dates from the early 70's, and apparently isn't very quiet! Older members may remember Pete's Gazelle, as he flew it at many Wayfarers displays in the late 70's.



The last photo shows two other models that Pete brought along. The Augusta actually belongs to MacGregors - a few years back, JR came out with a multi-blade head which they claimed was as easy to fly as a conventional "flybar" type head. They built it up for static display and punted it around the shows, but without success which Pete told them was understandable unless someone saw it flying. Having offered to rebuild it to flying condition, Pete demonstrated it at a few shows and even won the scale event at the Scottish Nationals a few years ago, due mainly, according to Pete, to the complexity bonuses for the retracts and the multi-blade head.

Finally, there is a Mk1 Micro-Mold Lark - also from the early 70s. This was designed by Peter Valentine of the Watford Wayfarers, and was for many years, the cheapest and smallest helicopter you could buy. At one time, nearly everyone in the club had one, and Croxley Moor must be littered with Lark bits! Sadly, Peter is no longer with us as he passed away in 2004.