

WATFORD WAYFARERS



MODEL AIRCRAFT CLUB

Affiliated to the BMFA (Club No.269)

Editorial

Many thanks to the (very) few who have sent me material for future news sheets. Hopefully now the weather is improving and we can get out and fly, I will hear from more of you. Even criticism is welcome as long as you tell me how to improve things!

Page 2 gives details of an exciting project to get members building from scratch. Whether you are an experienced builder who just needs a bit of impetus or a complete novice (like me) who needs to be shown how to do it, get involved, have fun and maybe win our own competition!

Andy Todd

February Club Night

A good turnout on the night with quite a lively discussion on the subject of late membership renewals which create a lot of additional work dealing with the BMFA. There was general agreement that this needs to be tightened up next year and the committee will prepare new rules for the AGM later this year.

[Mick Wilshere](#) outlined a proposal for a building project, details of which are set out on page 2.



Paul Robinson's nearly finished Topflite P40 Warhawk. Not sure if its been a difficult build or if the name is prophetic!

Club Night

March club night
Thursday 25th March 8:00 pm
Holywell Primary School, Tolpits Lane,
Watford

Flying and Tomboy project (see page 2)

What was that?



Blackburn Beverley

Subject: Blackburn Beverley XB161, of the UK'S Aircraft & Armament Evaluation Establishment was displayed outdoors for many years at Southend until corrosion caused it to be scrapped in 1991

Though only 47 Beverleys were built, the type had a long and successful career with the Royal Air Force, serving in many parts of the world from 1956 to 1967. The Beverley specialized in moving heavy and outsized loads and in delivering parachute-drop loads to military fields and other difficult sites. A protracted series of parachute-drop trials saw various loads being jettisoned from the back of low-flying Beverleys. With parachute drop technology still in its infancy, many of these jettison programmes were beset by extraordinarily high levels of hardware loss and many small trucks and Land Rovers met their end.

Accommodation: 2 crew + 58 in the freight bay and 36 in the tail boom.
Wingspan: 162ft 0in
Length: 99ft 5in
Powerplants: 4 X 2,850hp Bristol Centaurus.
Cruise Speed: 173mph
Service Ceiling: 16,000ft
Range: 3,690 miles
Preserved: Fort Paull Museum, Hull, UK.
NeWark Air Museum, Nottingham, UK (cockpit).



The meeting over, you could choose between hot air in the main hall or turbulence in the second hall, both being equally popular.



Tomboy Project

A proposal was put forward at the February club night that we should test the water to see if members were interested in taking part in a group building project, models being built at club nights and at home, leading to a fun competition in the summer.

You may be aware of a series of competitions run around the country (in fact world-wide) where a group of identical models are simultaneously launched, the longest flight winning.

The model used is the Tomboy which was designed by prolific model designer Vic Smeed, who was extensively published in the British modelling press and who produced designs that flew very well. The plan for the Tomboy was first published in late 1950 in *Aeromodeller Magazine* and it became a very popular model.

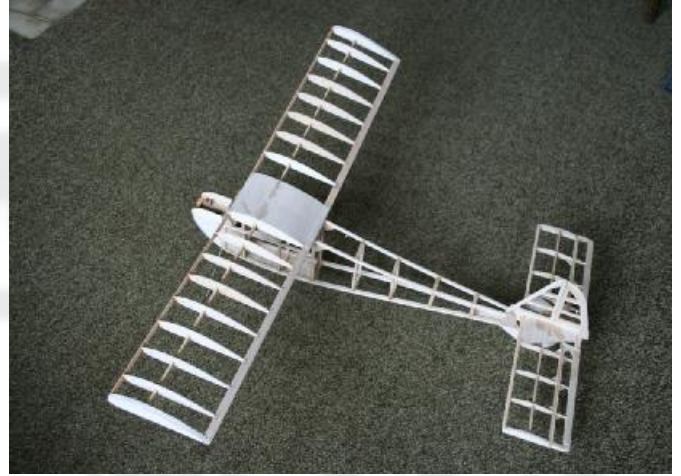


The original plan included two wingspans, 36 and 44 inches by adding wing bays. Many Free Flight modellers chose the 36-inch wing while early R/C'ers (adding rudder and elevator control) chose the 44 inch wing for its greater wing area. The larger model has since grown to 48 inches but with today's super-lightweight servos and receivers, either wing is a viable option.

The Tomboy was designed around the Mills 0.75 diesel engine for the smaller version and the 1.3 diesel for the larger one, both with an integrated 3cc capacity fuel tank. The Mills (and its many replicas manufactured all over the world) was an easy starting, easy running engine that swung a decent sized prop and ran 2-3 minutes on the 3cc's of fuel.

Asked about the design, Vic Smeed commented, "People look at the Tomboy design with its heavy single spar in the bottom of the wing and stabiliser and say, "That surface will warp because the spar

is in the wrong place.", however, the design choice was deliberate. The Tomboy was to be built by schoolboys — and the wing probably would warp. But with the spar in the bottom of the wing, any warp would be in a beneficial direction."



Rather than follow the strict rules of the Tomboy competitions and to help keep costs down, the plan is to allow variations in power plant which could therefore be a Mills, a small glow engine (SC sell a 1cc 2 stroke engine) or electric. **Mick Wilshere** has arranged a deal with the Old School Model Airplane Co. who can supply short kits with all ribs, formers etc. laser cut for a price of £25 if we order enough. Full kits are available elsewhere for about £55 and an evaluation is being done to see which works out more economical. With engines or electric setups available for about £30 it should be possible to build the complete model for under £100 excluding receiver. A more accurate costing should be ready for club night.



We hope enough people will be interested in giving this a go to make it viable and, if you are, then please come along to the March club night and find out more. If you can't make the club night, please give Mick a call on 01923 246208 to register your interest or send an email to Wayfarers@sarratt.net.