

WATFORD WAYFARERS



MODEL AIRCRAFT CLUB

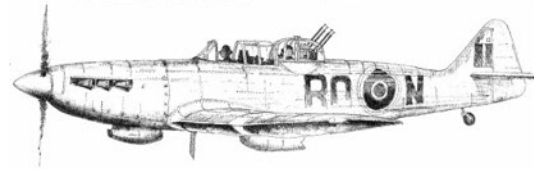
Affiliated to the BMFA (Club No.269)

Editorial

With holidays about to become a memory, I hope to get to the field more regularly now so fingers crossed for a warm, sunny and calm autumn. Sadly, no positive news to report on Bovington; there may be an update at the time of the meeting.

Andy Todd

What was that?



Boulton Paul Defiant NF Mk I

As the likelihood of hostilities grew across Europe the leading aircraft manufacturers rushed to replace the ageing stocks of traditional fabric-covered aircraft with new all-metal types. The German design shops had pioneered the use of aluminium structures in airframe design as long ago as 1915 and now their Messerschmitt and Heinkel all-metal fighters and bombers were more advanced than those of any other European nation. In this pressurised environment the designers at Boulton Paul rushed to cram a host of new technologies into the new Defiant with all-metal skin construction, a retractable undercarriage system and a rotating turret gunnery system. 1,064 were made.

Accommodation: Pilot and gunner.
Wingspan: 39ft 4in
Length: 35ft 4in
Powerplant: 1 X 1,030hp Rolls Royce Merlin III.
Cruise Speed: 250mph
Max Speed: 303mph
Service Ceiling: 30,350ft
Range: 465 miles
Preserved: RAF Museum, Hendon.

Heli's

July saw the European F3C championships being held in Romania and the three strong UK team included [Steve Roberts](#) and [Mark Christy](#).

This proved to be a tough event physically as well as mentally with daytime temperatures in the mid to high 30's and high humidity.

The event is based on four preliminary rounds from which the top 15 pilots go on to two flyoff rounds this year featuring a new schedule which was much harder than in previous years. While most other countries have been flying this schedule, picking up useful practice along the way, the UK hadn't incorporated it into any UK competition other than the UK Nationals. This is to be rectified as soon as possible.



Electric helis dominated the entries with only three IC machines flying. Steve flew his JR Sylphide 90 (converted to electric), Mark, a Trex 700E while third team member, Dave Fisher flew one of the IC models, a Blitz Avro 90.

The preliminary rounds went well with Steve placed 5th and Mark, despite flying the last round while unable to see out of one eye because of sweat and sun lotion in the other, placed 10th.

Club Night

August club night
Thursday 26th August 8:00pm
Holywell Primary School, Tolpits Lane,
Watford

Limited flying (main hall only) and flight simulator

The UK team's lack of practice of the schedule for the flyoff rounds now took its toll with pilots from other countries climbing up the rankings. Steve and Mark both dropped places, to 10th and 12th respectively giving the UK team a 5th place finish. While there was a degree of disappointment at the final result, Steve and Mark should be proud of even being there, at the highest level, and everyone in the club will join in in congratulating them for a great effort. We'll all look forward to supporting you at the World championships in Italy next year.