

WATFORD WAYFARERS

MODEL AIRCRAFT CLUB

Affiliated to the BMFA (Club No.269)



The AGM

For those of you who missed the AGM in November, here are the highlights from a well attended evening:

There was general agreement that the 31st December deadline for renewing subscriptions should be strictly enforced.

A number of heli flyers had tried the Masonic School site and, while it was generally agreed that it was a nice location, the consensus was to stay with the Bedmond site.

There was positive news on Bovington (see page 3) such that there is a real prospect of returning there in the spring.

In the intervening period, it was agreed that we would approach the Hemel club to confirm an extension of the use of their Shenley site and that we should make



a suitable donation in thanks for their help. (£50 was given for a prize for their club raffle.)

It was also agreed that a further three months rent would be paid to the Masonic School and this site would be available to both fixed wing and heli flyers.

The raffle went well (*especially for the editor who had a winning ticket!!*) raising £90 which, together with a £150 donation from the club, has been sent to Ron Moulton's family for donation to the RAF Benevolent Fund.

Changes to the committee - [Pete Christy](#) selflessly agreed to take on the role of Chairman (hope the twisted arm's getting better Pete) and [Andy Todd](#) has taken on the web site as well as the newsletter (see page 4).



Quiz



It's probably a long time since you last looked at the BMFA handbook so see how you do with these examples:

1. When should you routinely carry out a range check?
2. What should you ensure when starting your engine?
3. What does Article 73 of the ANO state?
4. Why is it recommended you do not fly alone?

Answers in the BMFA Handbook or on page 4

Mick Wilshere

Some of you may know that at the end of last year [Mick Wilshere](#) was diagnosed with heart valve problems requiring early treatment.

After a false start Mick was admitted to hospital on Wednesday (19th) and the operation took place on Thursday. There was uncertainty as to whether the valves would need repair (3 hours) or replacement (6 - 7 hours) but fortunately it proved to be the simpler option. Latest news is that the operation went well and Mick was in intensive care where he was due to spend a couple of hours before moving through the recuperative process to a normal ward.

Our very best wishes go to Mick and his family for a straightforward and speedy recovery, I'm sure he'll be a model patient.

Member profile

Many thanks to [Stuart Marsh](#) who not only sent some photographs to be put on the web site but agreed to tell us about himself. Over to Stuart -

"I have been flying helicopters now for about 5 years, starting out with nitro Raptor 30 helicopters. I had lessons with Paul Heckles school of flying which gave me a real head-start in flying.

I work for SKM PHOTOGRAPHIC STUDIO, the family business, which has been doing aerial photography for many years using a 50ft telescopic mast.

A while ago we decided to add RC Helicopter photography to our list of services. At first we used the Raptor 30 helicopter with a camera rig fitted to the bottom. In addition to nitro and petrol powered helicopters we are now using the new T-Rex 700E, a powerful electric Heli.



T-Rex 700E with camera rig



The heli patch at Bedmond

The camera rig we are using was sourced from a company in the USA and enables the camera to move in all directions controlled by a separate transmitter. The rig has a downlink system which enables us to be able to see what the camera is looking at from the ground via a pair of video goggles.

This rig gives virtually vibration free images providing even greater quality to both stills and video footage especially in HD format.

We have full approval from the CAA to fly helicopters and UAV's for the purpose of shooting high end video and stills photography."



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What's on

The club meets at 8pm on the last Thursday of the month at Holywell Primary School in Tolpits Lane, Watford.

The dates for 2011 should be:

27 January	24 March	26 May	28 July	29 September	24 November
24 February	28 April	30 June	25 August	27 October	(AGM)

Indoor flying is usually available in two halls and, thanks to [Gary Field](#) we usually have a flight simulator running in the main hall. Suggestions are welcome as to how we can make the evenings even more interesting. Perhaps some sort of indoor flying competition or a quiz night could be organised. If enough interest was expressed we could arrange for a speaker one evening.

There are thoughts again about holding club meetings at the flying field during the summer months (green), perhaps with a barbeque. Assuming we return to Bovington it would be great to hold a couple of competition days to include a variety of flying skill tests - though nothing too serious.

Again, your input is vital so if you would like to see something on at a meeting or at the flying sites, let us know.

Transmitter nostalgia



Those of you who were at the AGM may have noticed a rather interesting old transmitter that [Pete Christy](#) had brought along. Many thanks to Pete for the following explanation - "It's an Ace MicroPro 8000, fitted with a 2.4 GHz module. These transmitters were produced by Ace RC in the States during the late 80s and early 90s and were available as either twin or single stick units. [Mick Wilshere](#) imported a few of them and we fitted them with UK spec 35 MHz modules. I had one, and installed a 459 MHz module in it, just to be different!

When Mick decided to retire, he still had a couple left, including the single stick one! I've always hankered after a single stick Tx, as in the early days of proportional radios, this was how most of them were made! Sadly, there are very few left these days!

Anyone interested in RC history should visit the RC Hall of Fame site: <http://www.rchalloffame.org/index.html> Look up Space Control (the first commercially available proportional radio system), Sampey 404 and Quadruplex to see how transmitters SHOULD be made!

These were all analog systems. The first digital system was the Digicon, designed by Don Mathes and Doug Spreng, and also featured on the RC Hall of Fame. This was also the first system to use the "twin-stick" layout that is now almost universal.

So there you go - a bit of potted history for you!"

Bovingdon

In the last episode, the flying field had just been mown. A subsequent visit revealed that this had left the field under a substantial blanket of cut grass and it was decided that removing this would be a good idea. A work party was organised for 27th November and seven hardy souls turned out with rakes and wheelbarrows (*don't forget the photographer*). After two hours in freezing conditions they had cleared about half of the field but the cavalry was at hand. Well more accurately, John Webb arrived and suggested that the remainder could be cleared by means of sheep power. This was agreed to be a GOOD IDEA and so it was that just before Christmas the sheep took up residence on the patch - shame they couldn't actually see the luscious meal awaiting them.



Looking forwards, the work to install the track to give



access to the patch was due to start before Christmas but the weather meant that it has been postponed. There may be an update at the next club night.

Once the ground has had a chance to dry out we will need to organise another work party to level and, more importantly, roll the flying area. The roller that was used last year is still at the farm and Mr. Webb has agreed that we can use this again so hopefully Gary's tractor will feel like an outing in the early (?) spring.

In the meantime, prizes for the best captions for these two pictures. A cup of tea or coffee personally made by the editor and tailored to your personal requirements. How can you resist that?

Web Site

The web site was originally set up by [Steve Hill](#) in 2006 and without his efforts we would have no 'face' to the outside world to allow potential new members to find us or to share information and photos with each other.

However, web sites cannot stand still and so it is due for a major overhaul which will hopefully be done in the next few months.

Now having taken on the job of Web Site Editor, I am the first to admit that this is new territory for me. While I'm happy with the technical side, I have no background (or skills) in artistic matters and so the design of the site is going to prove a challenge. That's where you, the member, comes in.



Firstly if anyone has strong ideas (or any ideas at all) about how the new site should look then let me know and I'll see if they can be accommodated within the limitations of the web software we have.

Secondly, I want to know what you want from a club website. My initial thinking is that we should have a single 'Members' area for items not open to the world at large - but what should be in there? I propose to include an improved photo gallery and video gallery but not a forum, as my experience is that club forums really don't work - even for clubs with hundreds or thousands of members.

So it's over to you. If I don't get feedback, I will work on the basis that it will get little use by members and will make the principal objective attracting potential new members.

I suggest that we make this a significant topic at the February club night to give everyone lots of time to think of ideas and have their say.

In the meantime, [Richard Crapp](#) has been as busy as ever and sent me the following items, links to which are all on the website under 'Videos':

B24 Liberator production - a short film about Ford's revolutionary production line for building these aircraft. One B24, which consisted of nearly 1.25 million parts, came off the assembly line every 55 minutes.

Model flying 1930's to 1960's - a compilation of newsreel footage of powered model airplanes from the 30's - 60's. Quite a lot of this is British and filmed at Radlet



P51 Mustang cockpit - not a video but a pilot's eye view inside a P51 cockpit. Zoom in and out and rotate 360° in all axes

Photo gallery of Iwo Jima - not a video but an amazing group of photos of Iwo Jima. Some duplication.

Andy Todd

1. It is good practice to carry out a routine range check on your equipment at regular intervals, at least every month or so, and a check is advisable if you have not flown for a few weeks.
2. When starting your engine, make sure the model is restrained and cannot move forward.
3. A person shall not recklessly or negligently act in a manner likely to endanger an aircraft, or any person therein.
4. There have been many instances where model flyers have been injured or incapacitated and have been saved from permanent injury by fellow flyers.

Quiz answers