

# 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:

The fixed wing flyers had had a good year with the situation at Bovington settling into a positive routine. There was still hope that a licence could be obtained which would provide at least a feeling of security. The new mower had proved to be a great success and the boxing in of the storage under the trailer had proved secure with no known problems. The three tables were proving a popular addition for working on and setting up models. It is the intention to roll the flying strip in the Spring and ideally some work will be done next year to make it smoother.

The heli flyers were generally happy with their lot although the benches had realistically reached the end of their life. Something will be needed to replace these next year.

All flyers were reminded that the agreement at the Masonic School ends on 31st December. We leave on good terms and so hopefully we could ask to go back, should the need arise.

At the BMFA's AGM a motion was passed to increase the annual fee for adults by £2 rather than £1 as originally proposed, thereby raising more funds for development activities. The committee had previously agreed that the club would absorb the BMFA increase and it was confirmed that this would still hold true. The club membership has therefore been reduced for 2012 by £2 for adults and £1 for juniors.

The BMFA have negotiated improved insurance arrangements from 1st January 2012 with new insurers. The insured limit is now £25 million and there are improvements to the personal injury benefits and death benefits as well as the removal of age limits.

The raffle went well (*especially for the editor who again had a winning ticket!!!*) raising funds for the club (hopefully!).

Changes to the committee - [Andy Todd](#) stood down as the BMFA rep and [Richard Crapp](#) has taken on this post. All other positions remain unchanged.

**Andy Todd**

### Flying at Bovington

We have been made aware that radio control models are, on occasion, being flown from the concrete runway inside the market site. They are being flown on 35MHz, Channel 70. If you use that channel, be aware that you may experience interference.

The winter weather is taking its toll on the condition of the flying strip. Certainly in the recent cold snap, it proved impossible for models with fairly small wheels to take off and had they succeeded, the landing could have proved 'testing' for the undercarriage.

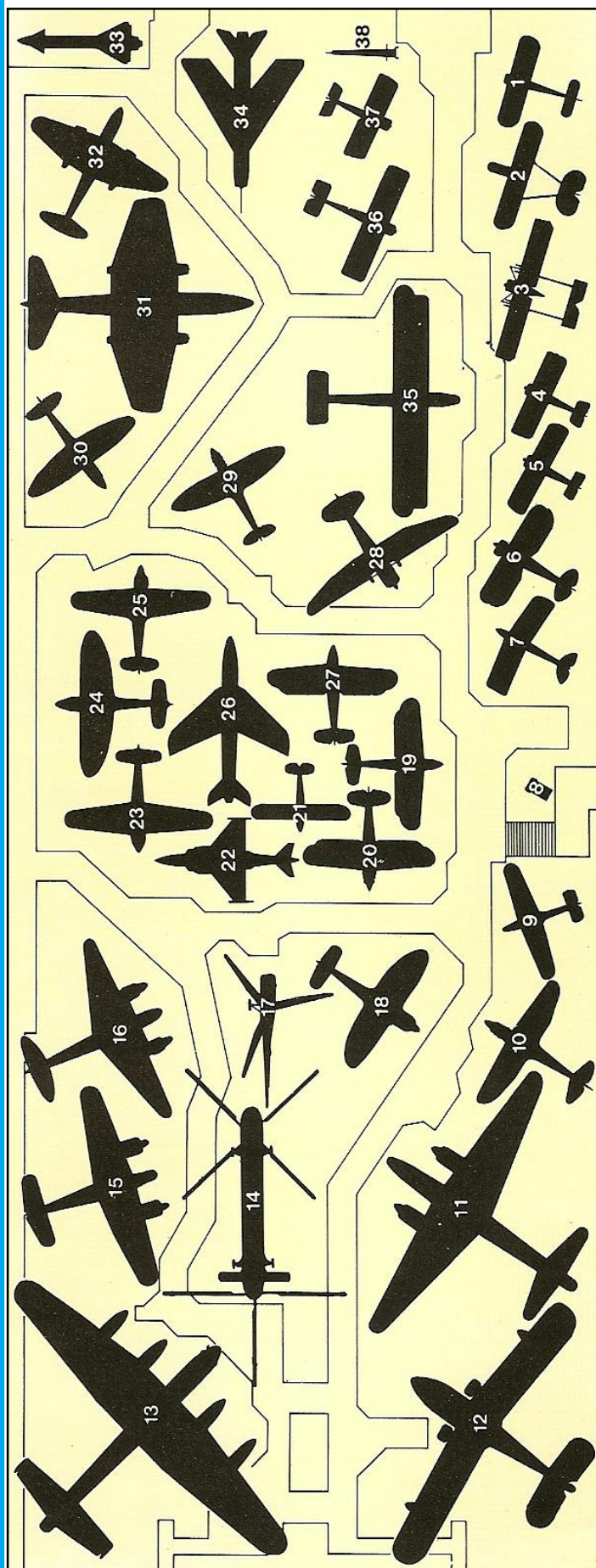


### Newsletter

Many thanks to [Arthur Peacop](#) for sending the fantastic pictures on pages 3 and 4 which at a stroke doubled the size of this issue.

When I originally set out to produce a newsletter, I intended it to be a quarterly offering as I thought there was likely to be enough material at that frequency. As it turned out, the newsletters and bulletins have appeared every month for the last two years but it has become ever more difficult to fill the space. From now on, it will therefore only appear on a quarterly basis with the next issue in April. This still needs a good supply of stories and pictures so, when you take a picture or come across an interesting item in a magazine or on the internet, please share it with everyone.

## Christmas Quiz Winner



After sorting through a creaking mailbag, (well OK, actually looking at the email inbox), and making suitable arrangements to ensure that all submissions were marked without any risk of bribery and corruption affecting the judging, a winner emerged for the Christmas quiz. Well done to [Gary Field](#) who will be receiving a copy of The Osprey Military History Quiz Book at club night next week.

For those who missed out or were completely stumped, the answers were:

1. Bleriot XI
2. Vickers Gunbus
3. Cauldron III
4. Sopwith Triplane
5. Sopwith Camel
6. Gloster Gladiator
7. De Havilland Tiger Moth
8. Gloster Gladiator (nose only)
9. Miles Magister
10. Boulton Paul Defiant
11. Vickers Wellington
12. Supermarine Stranraer
13. Avro Lancaster
14. Westland Belvedere
15. Bristol Beaufighter
16. De Havilland Mosquito
17. Sikorsky Hoverfly
18. Hawker Sea Fury
19. Hawker Hind
20. Hawker Hart Trainer
21. Hawker Cygnet
22. Hawker Harrier
23. Hawker Typhoon
24. Hawker Tempest
25. Hawker Hurricane
26. Hawker Hunter
27. Hawker Hart
28. Westland Lysander
29. Supermarine Spitfire Mk 1
30. Supermarine Spitfire Mk 24
31. English Electric Canberra
32. Gloster Meteor
33. Blue Steel stand-off bomb
34. English Electric Lightning
35. Vickers Vimy
36. Avro 504k
37. SE5a
38. Morane Saulnier (fuselage only)

## Picture this

The Antonov An-225 Mriya is a strategic airlift cargo aircraft, designed by the Antonov Design Bureau in the 1980s. It is the world's heaviest aircraft. The design, built in order to transport the Buran orbiter, was an enlargement of the successful An-124 Ruslan. The first An-225 was completed in 1988 and a second An-225 has been partially completed. The one An-225 is in commercial operation with the Antonov Airlines carrying oversized payloads.

The photos were taken during two visits to Niagara Falls airport to load large transformers bound for Saudi Arabia.



