



WATFORD WAYFARERS

MODEL AERO CLUB

Affiliated to the BMFA (Club No. 269)



News letter of the Watford Wayfarers Model Club.



Chairman's chatter

Happy summertime. Hopefully by the time this is published I won't be regretting that opening but we've just had the hottest day of the year so far and everything is looking good.



We had our annual spring work-out at Bovingdon yesterday (14th April) including several passes of the whole site with the heavy roller, mowing to crewcut standards, filling in of rabbit holes and various improvements to the club hut. Many thanks to Gary Field for providing the tractor, to me for transporting it, and to Tony Parrott and Arthur Peacop for lots of hard work.

Edited by
Richard Crapp

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HOT-news

Inside!



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The webcam is proving popular and I am now hoping to overcome its habit of freezing after about 12 days of working.



For those brave enough to venture into the hut, you will now not only be able to see what you're doing as the roof has had a wash off (not perfect but much improved), but you will be able to look out on what is going on as it now boasts a small window. For those not brave enough to scale the heights, plans to replace the entrance with a door in the back plus normal steps to get there are in hand, so you too will be able to make a cup of tea and view proceedings from a superior position.



The observant amongst you will have noticed that a table has appeared just behind the pilot's box. This isn't so that you can have your cup of tea to hand while but so that you have somewhere to put your transmitter, other than the ground, while retrieving a model.

At the time of writing, we've done two of the new Wednesday evening training sessions, and very popular they have been. We've been fortunate so far in having five instructors on site both times and with around eight members looking for training, this has worked well, if a little chaotically at times. Since we're still very much in learning mode as to how best to run these evenings, a little patience has been needed but it will undoubtedly get better. With such a lot going on, there is a great atmosphere which also helps make an enjoyable evening.

Safety and training

A couple of things to come out of the training evenings are checking of failsafe and pilot communication.

Failsafe

The subject of checking failsafe on your transmitter was covered in a newsletter last year but there are no apologies for returning to the subject.

The recommendation is that you must check the failsafe setting on all new models and on any model which has had any changes made to its setup, without fail (no pun intended). You should occasionally check all models. The check is so simple it takes just seconds on most models – for example, on an i/c model power up the electrics without starting the engine and having checked that everything is working properly open the throttle and switch off the transmitter. You should see the throttle close (to idle) and hence you know the failsafe is working. As an additional check, switch the transmitter back on and check that the throttle opens again in a timely fashion which checks the receiver's ability to quickly re-establish communications. On an electric model, you will have to run the motor so the model will need to be tethered or held but the same routine applies.

At a recent training evening, at least one model had the failsafe set to full throttle! As a club we may start carrying out spot checks on failsafe on a random basis through the year.

Communications

An important contribution to a safe flying site is the communication between pilots. That is why we stand in a pilot's box so that whenever someone makes a call, everyone can hear them and so everyone is aware of what is going on around them without having to stop watching their model. Every call is important, whether you want to take off or land, go on the flying strip to take a model out or recover one, warn of a dead stick model or any other issue, you **MUST** let everyone else know what's happening. If you need to shout to make everyone hear, then do so.

Equally, to avoid any misunderstanding, it is vital for other pilots in the pilot's box to acknowledge the call to let the caller know that they have been heard. If the caller thinks they haven't had a response from everyone, they should call again before taking the proposed action. Obviously in an emergency you will be busy with the model but do try and make sure everyone is aware.

Barbie's cooking tips

No, not a recipe column but some tips on how to get the best from our gas barbeque.

Anyone is welcome to make use of the barbeque when flying at Bovingdon as long as it is cleaned and put away. To help them, and those who come after, here are some tips –



To set it up, plug the gas regulator simply push fits onto the bottle. Turn the gas on by turning the black tap so that the red label shows uppermost then put the large control on the barbeque to the ignition setting and press and hold the piezo starter on the left until the gas lights.

Close the lid, let the barbeque heat up thoroughly – around 400F (200C) for a few minutes then give the grill a brush off and reduce to just under half gas. The heat should settle down to around 300F (150C) for cooking.

Gas barbeques don't work like charcoal ones and cook best with the lid closed (they are really more like ovens). Don't be tempted to do the traditional thing of standing over the food while it cooks because most of the heat will just be escaping and will actually slow down the cooking. If lots of people are cooking, keep an eye on the temperature when the lid is closed to give the BBQ a chance to get up to cooking temperature.



When the last person has finished cooking, to clean the grill the recommended method is to close the lid, turn the gas to full and leave it on full heat for 5 to 10 minutes. This should carbonise the food/grease so that you can then use the metal brush to brush off the worst of the carbon. Turn the gas off, unplug the regulator by gently pushing the black tap inwards, and put the BBQ & gas bottle back in the store under the 'hut'.

Easy. Sounds a bit complicated but it isn't once you've done it a couple of times.

The one thing that is hugely sensitive at Bovingdon is the locking of the two gates..

The rule is, if you arrive and find it open it may be left open. Otherwise , LOCK IT.

There are three locks on each gate, One is for the land owner and the other for the horses. (for those that can't jump or use their teeth)



We all have a key to the lock at the end of the chain.

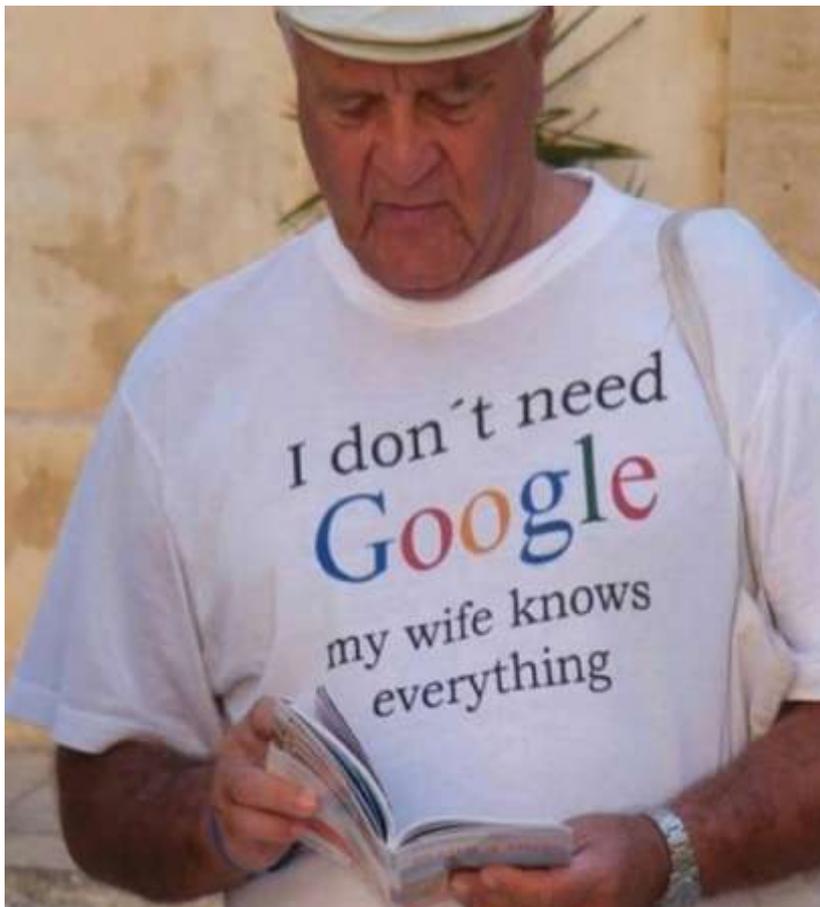
Take care that on Re-Locking you only put the lock through the END LINK OF THE CHAIN.

Otherwise you lock the other two users out of their land.

Naturally the chain goes round the posts rather than the wire fence and mid way up the post so we don't have to scrabble in the dirt and the 'older' members don't have to bend down So far..



Lastly, 10 mph MAX along the tracks please.



Here is something a bit exciting.

A national Flying sight for the BMFA!

This is a photo of a map presented at the South Midland club's area meeting that I go to on your behalf.

At the moment I don't know much. It might have all got thrown out at the BMFA council meeting but I hope to give an update at the next club meeting





I find the training days most enjoyable and rewording..

Occasionally though , small things go wrong.....

I had a friend on buddy box with the Radio Queen.

A lovely old model perfect for calm days tooting round with the Laser 45 on low throttle

Things began to go wrong when the model drifted of to the fare side of the field that runs along side the Landing strip and could not be Steered back to safety.

Eventually it dived vertically into the trees.

We went over and found the model in the top of a tree that stands in a hidden valley.

NO chance of retrieving it so we returned the next morning , “borrowed a ladder that had been conveniently left in the club hut. .

We had come equipped with a Catapult and string, a large coil of rope and a upstairs telescopic window cleaning mop fortunately bought at Lidl the week before. Still not long enough, the mop was lashed to a long piece of wing joining tube that I had in stock.

Up the ladder, plus a few further branches I got the mop hooked over the wheels and gave it a good tug.....



The mop fell off the end but I hooked the remaining mop wing nut through the undercarriage and eventually it came free.

I was able to lower the model to the ground. The tubular mop broke, which will save me from any window cleaning, but the model was saved.



We bought the model back on the stretcher still breathing.

The distant woods can be seen behind. It appears that the front cabin structure had broken, possibly during a violent turn or maybe by too many rubber bands.

This from Hobby king on April 1st

The invisible jet entered service in January 1942. It was designed by William Moulton who at the time worked for DC Comics. The invisible jet was first piloted by the super hero Wonder Woman, who demonstrated its abilities to fly supersonic. The invisible jet was the first aircraft to hold stealth technology, which at the time was known as a cloaking device. It was also known for its silent propulsion device, as well as its abilities to fly into outer space. Beyond all of this it was the first aircraft ever to operate as a drone, flying solely on Wonder Woman's thoughts.

An industry first, the HobbyKing™ Invisible Jet is made from tough EP-NO foam and is superbly finished with transparent waterslide decals. As well as not looking the part, being Plug-and-fly, it is easy to assemble. The EDF unit, ESC, UBEC and servo's are all pre-installed, saving you the time in trying to find the invisible parts in the invisible box. Jets are about performance and the HobbyKing™ Invisible Jet will not disappoint. It has excellent speed and climb rate, when you combine this performance with the real invisible presence of this model, not to mention the un-canny scale-like silent sound, the end result is one of the most unrealistic jets in this class. Where this Invisible Jet differs from other scale jets is that it is almost impossible to see. Fast, stable, scale, reliable, easy to store with, easy to fly and with zero visibility, the HobbyKing™ Invisible Jet will be extremely hard to see at any airfield. Ideal for people with poor vision, a must for any blind person!

Remember it takes a college degree to fly a plane, but only a high school diploma to fix one:

After every flight, UPS pilots fill out a form, called a 'gripe sheet,' which tells mechanics about problems with the aircraft.

The mechanics correct the problems, document their repairs on the form, and then pilots review the gripe sheets before the next flight.

Never let it be said that ground crews lack a sense of humour. Here are some actual maintenance complaints submitted by UPS pilots (marked with a P) and the solutions recorded (marked with an S) by maintenance engineers.

By the way, UPS is the only major airline that has never, ever, had an accident...

P: Left inside main tire almost needs replacement.

S: Almost replaced left inside main tire

.

P: Test flight OK, except auto-land very rough.

S: Auto-land not installed on this aircraft

.

P: Something loose in cockpit

S: Something tightened in cockpit

P: Dead bugs on windshield.

S: Live bugs on back-order.

P: Autopilot in altitude-hold mode produces a 200 feet per minute descent

S: Cannot reproduce problem on ground.

P: Evidence of leak on right main landing gear.

S: Evidence removed.

: DME volume unbelievably loud.

S: DME volume set to more believable level.

P: Friction locks cause throttle levers to stick.

S: That's what friction locks are for.

P: IFF inoperative in OFF mode.

S: IFF always inoperative in OFF mode.

P: Suspected crack in windshield.

S: Suspect you're right.

P: Number 3 engine missing.

S: Engine found on right wing after brief search

P: Aircraft handles funny. (*I love this one!*)

S: Aircraft warned to straighten up, fly right and be serious.

P: Mouse in cockpit.

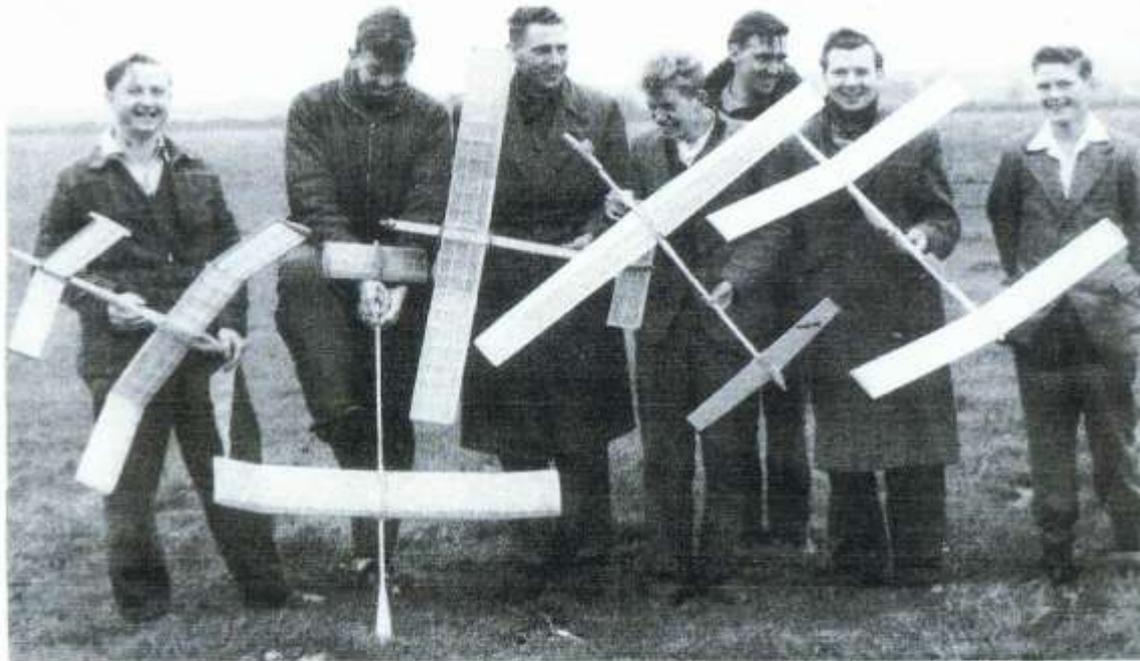
S: Cat installed.

Radlett Airfield was opened in 1929 as a grass aerodrome for Handley Page Civil Aircraft, the runway was extended in 1939 to enable production of Halifax bombers.

I have included the following picture because the Watford Club used to fly at Radlett Airfield. . In 1956 this was the venue for the NATS .

The guy on the right of the picture is my good friend and Scale modeller Dave Toyer. Then age 14 or 15

He is 72 now! He is not holding a model because he had just broken it but competed by borrowing the model in the middle of the picture.



From what Dave can remember left to right is

John Parkinson with a Keil Kraft Topper

Next is ? With a ?

Middle is Ted Arnold with a Golden Wings

Next is Roger Stergis with a ?

Then Roger Longstaff with a Parallel wing model

As fare as we know all are still alive and modelling?

Any one want to fill in the blanks or send me there own bits of model history.....



Club Events and meetings

Training day every Wednesday, See club [www sight](http://www.sight.org.uk).

February 26 meeting at [Holywell school](http://www.holywell.org.uk).

March 26 Club meeting [Holywell school](http://www.holywell.org.uk).

*******April 30 Club Meeting at Holywell School with DH talk*******

May 2nd BBQ at Bovingdon

May 28th Club night at Bovingdon

Saturday June 6 BBQ at Bovingdon

June 25 th meeting at Holywell school

Saturday July 4th BBQ at Bovingdon

July 30th meeting at Holywell school

Saturday 1st August BBQ at Bovingdon

August 27 meeting at Holywell school

September 5th BBQ at Bovingdon

September 24 meeting at Holywell school

October 3rd BBQ

October 29 meeting at Holywell school

November 26 AGM meeting at Holywell school

December 31 No meeting

National Scale events

Because of the risk that events on MOD property could be cancelled at short notice, check this web site before setting off.

<http://www.scalebmfa.co.uk/Whatson%202015.htm>

21 Feb	N/A	Scale Indoor FF - Manchester Velodrome (CD John Minchell)
22 March	Yes	Scale F/O - Osbournby (CD Ian Pallister)
28 March	N/A	Scale Indoor FF (Pre Nats trimming) & R/C - Bushfield, Peterborough (CD Andy Sephton)
5 April	Yes	Scale F/O - Pontefract (CD Gordon Warburton)
19 April	N/A	Scale Indoor FF Nationals - Wolverhampton University Sports Centre (CD Andy Sephton)
3 May	Yes	R/C Scale & F/O - Druids (CD Dave Knott)
17 May	Yes	Scale F/O - Merryfield (CD Dave Knott or Martin Fardell)
23 & 24 May	N/A	Scale at the FF Nationals - Aeromodeller and Model Aircraft designs + Outdoor Kit Scale (Sat), Open Scale (Sun) (CD Bill Dennis)
24 May	Yes	Scale F/O & Standoff - Dishforth (CD Graham Kennedy)
14 June	No	Static & Flight Judging Workshops (possibly West London TBC)
28 June	Yes	R/C Scale (Ripmax Trophy) & F/O - Warboys (CD Dave Knott)
12 July	Yes	Scale F/O - Sleaf (TBC)
26 July	Yes	Scale F/O & Standoff - Osbournby (CD Dave Knott)
9 August	Yes	Scale F/O - Baldock (CD Ken Sheppard)
29,30,31 August	Yes F4C & Stand-off (latter for F4H only)	Scale Nationals 'F4C', Standoff & F/O plus Helicopter, C/L and F/F- Barkston Heath. (CD - Chris Allen)
6 Sep	Yes	Scale F/O - Merryfield (CD Dave Knott or Martin Fardell)
20 Sep	Team Trial	Scale F4C & F4H Team Trial - Dishforth (CD Gordon Warburton)
Oct	No	Scale Indoor R/C Nationals - RAF Shawbury (CD John Minchell)