

# WATFORD WAYFARERS



## MODEL AIRCRAFT CLUB

Affiliated to the BMFA (Club No.269)

### Editorial

You really can't help but comment on the weather. I'm sure I'm developing webbed feet and gills would be useful. It just goes to show how important it is to take any chances to fly that come along. With the weather as it has been for the last three months and, by all accounts, is going to continue to be, don't plan ahead to go out but, if it's a dry and relatively calm day, then get out there; most other things in life can be put off a bit and few rely on the weather as much as our flying.

Ironically our flying sites are in great condition - [Paul Roberts](#) has the path to the heli flying area clear and the new benches are up and ready. Paul is looking for volunteers to have a go at clearing overgrowth in the car parking area.

Meanwhile at Bovingdon, the flying site has never been in better shape, benefiting hugely from the new mower and regular rolling. The only problem here is the approach for cars where we're still driving under the flying area to reach the parking and pits. We were hoping to be able to start



using the original track to the field but, before cars can safely use it, the track needs work to fill in the holes and/or remove the high spots down the middle. We have been offered the use of Paul Webb's digger to grade the track but the first job is really to trim off the growth and repair the low spots. Look out for a date for a work party, perhaps one evening, to start this work.

Hopefully, the problems with the locks on the gates into Bovingdon has been solved once and for all. You should know by now that we have added our own key-operated, snap shut padlocks to both gates and that the codes to the combination locks have been changed so that we no longer have those codes. Everyone who has registered their car details with the club has been sent a key which is our only way in. The only thing that can go wrong is for someone to put the lock on the wrong part of the chain - i.e. across the combination lock, but this really shouldn't be possible as the chains have been shortened to avoid this. However, when you close the chain with our locks please always double check that the chain can still be undone using the original combination lock.

Any member who doesn't have a key is, of course, entitled to ask for one (in exchange for their car details) but please remember that there is a £4 charge for losing your key and you will be asked to give it back if you leave the club.

I haven't managed too many weekends recently but mid-week has seen a few people at Bovingdon when the chance presented itself. A couple of people have asked me to send them a text if I'm going midweek which I'm quite happy to do so if you want me to add your number to my phone, let me know.

This edition of the newsletter has some great heli content. Many thanks to [Paul Roberts](#) for his report on the Scottish heli Nationals and [Roger Mayo](#) and [Pete Christy](#) for the photographs. Thanks also to [Dave Verrall](#) for his Heli Olympics story and [Stuart Marsh](#) for the photos at the heli field.

**Andy Todd**

## 2012 Heli Olympics

In this special year of The Queen's Diamond Jubilee; Euro 2012 and the Olympic Games a Special Event also emerged in Watford, Hertfordshire.

On Sunday 17th June it was decided by the newly founded Committee that a once in a lifetime Heli-Olympics would be held at Watford Wayfarers Bedmond Helicopter Field.

The Committee comprised of 3 members

Sad Geezer Lone Pilot

Sad Geezer's Missus (Judge)

and a Random Dog Walker (Judge)



The day started out with some light cloud cover - but no signs of it turning to rain. There was even a glimpse of blue sky.

The scene was set for 2 rounds of competition with 2 helicopters. The flying field had already been perfectly mown and a neat row of traffic cones clearly defined the judging area from the flying zone. The cones were set 10m apart and the pilot was asked to stand behind them in a central position.

The competition then started with the pilot being required to hover and hold the helicopter over the cones in a set pattern as defined by the committee. Also the helicopter was required to carry out controlled pirouettes above the cones.

The judges would give scores and final comments on the accuracy of the manoeuvres.

Much tension and adrenalin flowed across the field as the first; and then the second round were completed without too much drama - albeit that the rather undersized T-Rex 450 was a little 'bouncy' in the wind which was cutting across the oil seed rape crop in the first round. The 600 class machine coped very well, showing a much more defined sense of control.

The nerves managed to hold out; and after much deliberation and copious amounts of caffeine for pilot and judges (plus a bowl of water for the dog..) - a unanimous decision was made -

[Dave Verrall](#) takes Gold at the first and only "2012 Heli-Olympics"

PS If you wish to see less of this sort of thing in your Club Newsletter, why not come out to play on a Sunday morning and see where your imagination can take you.. **DV**

### Club Night

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

Chat, flying and flight simulator

### Magazines

[Mick Wilshere](#) will be bringing a large number of magazines, mainly from the last two years, to club night for members to help themselves.

## Scottish Heli Nationals

30<sup>th</sup> May saw five club members heading north to Aberdeen in Scotland for the Scottish National helicopter event, held at the Aberdeen Aero Modellers club site. In one car were Paul Roberts (driver), Steve Roberts (defending 8 previous wins in F3C), Pete Christy & Roger Mayo while Dave Wilshere took his own vehicle with some of his shop on board!

Friday 1<sup>st</sup> June was a practice day for the helis but fixed wing and jet flying also took place by way of relaxation. The weather was excellent.

On Saturday 2<sup>nd</sup> June the competition got underway. It started off with round 1 of F3C, followed by a break of about 20 minutes which allowed fixed wing and jets to fly. We then had round 1 of clubmans, another break for fixed wing etc. then round 2 of F3C & clubmans followed, after a break, by round 1 (compulsory manoeuvres) of F3N. The day was finished off with the final rounds of F3C & clubmans followed by round 2 of F3N (compulsory).

Sunday 3<sup>rd</sup> June started with anybody flying electric as IC could not start until 10 am. Scale static judging took place followed by round 3 of F3N (freestyle). As on the previous day, fixed wing and jet flying took place in the breaks. The scale flying schedule then took place, followed by the "auto spot" challenge, which anybody with a heli could take part in.

Pleasingly, many spectators came to watch the flying on both days and the weather was good. As you can see from the results below, Wayfarers members did very well. Next year, Steve may have to enter as Steve McRoberts so that we can claim the Best Scottish Pilot trophy as well!

Results:

	F3c	F3N	Clubmans
1 <sup>st</sup>	<a href="#">Steve Roberts</a>	1 <sup>st</sup> <a href="#">Steve Roberts</a>	1 <sup>st</sup> Jon Gardiner
2 <sup>nd</sup>	<a href="#">Roger Mayo</a>	2 <sup>nd</sup> Jon Gardiner	2 <sup>nd</sup> Kevin Park
3 <sup>rd</sup>	Mike Gilfillan	3 <sup>rd</sup> <a href="#">Dave Wilshere</a>	3 <sup>rd</sup> Ian Corse

	Scale	Auto spot
1 <sup>st</sup>	<a href="#">Pete Christy</a>	1 <sup>st</sup> <a href="#">Steve Roberts</a>
2 <sup>nd</sup>	Chris Jenkins	2 <sup>nd</sup> <a href="#">Dave Wilshere</a>
3 <sup>rd</sup>	Stuart McCullum	3 <sup>rd</sup> Mike Gilfillan



Steve Roberts, Roger Mayo, Pete Christy; their helis and trophies.

## F3N 3D freestyle aerobatics for model helicopters

For those who don't know, the competition usually consists of three flights performed by each competitor:

### 1. Freestyle Compulsory

Every pilot makes his choice of eight different manoeuvres from the list. He may choose different manoeuvres for each round. The flight time in the compulsory rounds is eight minutes.

### 2. Freestyle Unlimited

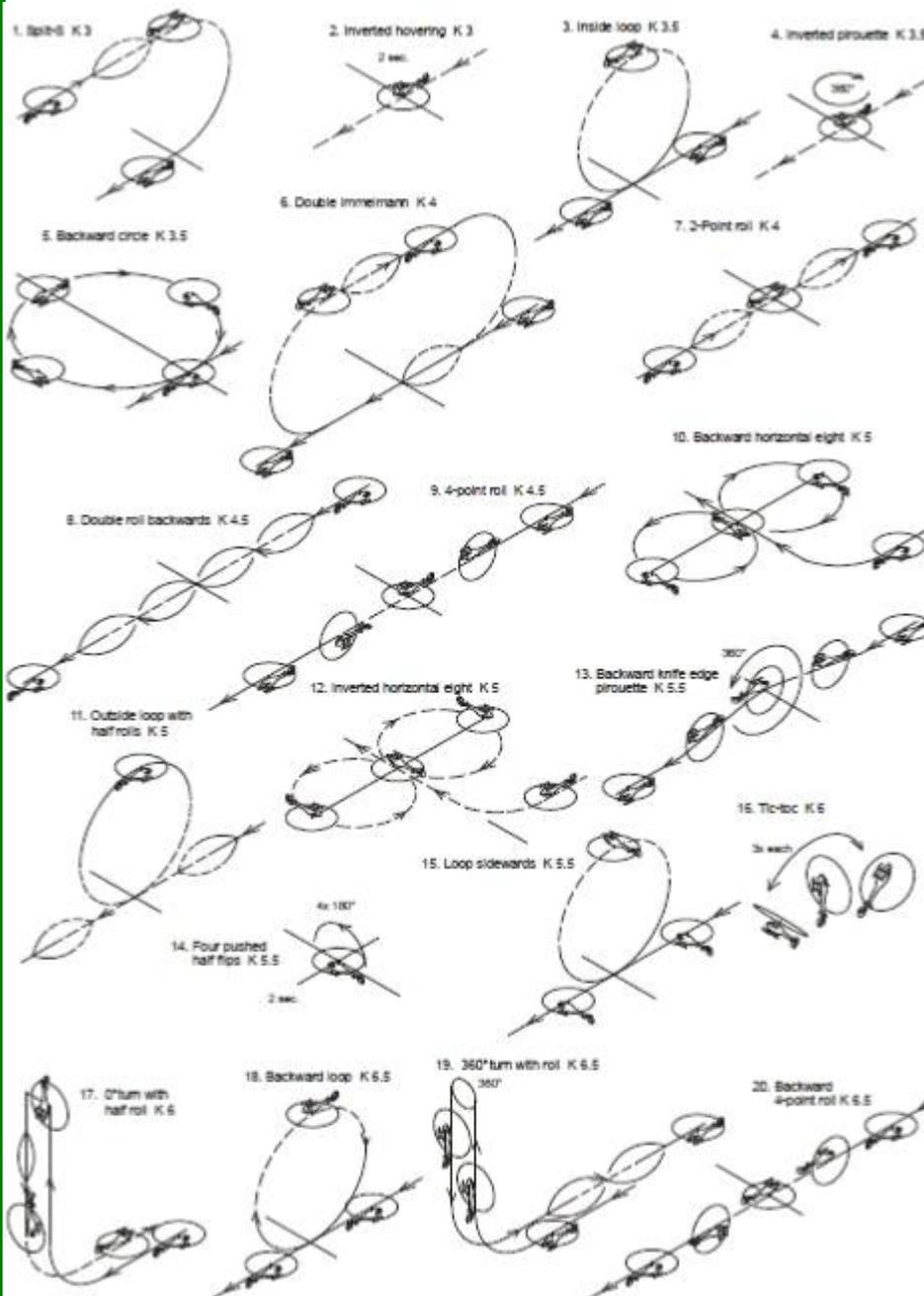
Each competitor is given a flight timeframe of at least three, max five minutes. During this time there are no restrictions on the flight or the performed manoeuvres. The play-back of music is not allowed.

### 3. Music Freestyle

The same criteria as in Freestyle, but the play-back of music during the flight is prescribed.

### Compulsory Manoeuvres:

A list of all compulsory manoeuvres along with their description can be found in the competition sporting code but, to give some idea here are some sketches of some of the manoeuvres:



## European Championships



Flushed with success in Scotland, [Steve Roberts](#) will be heading off to Germany at the end of the month to compete as part of the three man British F3C team at the European championships.

Steve will be hoping to improve on his 10th place last time out in Romania and we wish him the best of luck.