

WATFORD WAYFARERS

MODEL AIRCRAFT CLUB

Affiliated to the BMFA (Club No.269)



Ron Moulton

Ron Moulton the Club's Honorary President died on 8th October following a difficult year when his health suffered which reduced his appearances at regular venues throughout the modelling year, and in April he lost his dear wife, Betty.



Ron was born in May 1924 and his association with Watford Wayfarers would have started in the mid 1940's, about the time when there were two model clubs in Watford - Watford & District M.A.C. using De Havilland's Leavesden airfield at weekends and the Wayfarers, a freelance group of competition minded free flight enthusiasts which was where Ron's interest was focused. Eventually the two clubs combined to form Watford Wayfarers, the title we have today.

Ron worked for Model Aeronautical Press Ltd., the major publishing house for model hobby activity, which operated from 38 Clarendon Road, Watford and produced magazines like Aeromodeller, Model Boats, Model Cars and RCM&E. Aeromodeller was for decades the premier magazine for flying model aircraft, first appearing in 1935. At its peak, during the 1950s and 1960s, when Ron was editor it progressively absorbed a number of rivals.

Ron had a memory which had a fantastic recall for aircraft names, places, events and personalities. From the 1950's on, he wrote a vast number of articles on various aspects of modelling as well as articles on the full sized aero scene. He developed plans for all types of models and wrote many books on a variety of subjects including Kites: A Practical Handbook for the Modern Kite Flyer with Pat Lloyd.

Ron was a great traveller, accompanied by his camera he travelled widely covering European control line meetings and to the U.S.A. for events like the Wakefield Trophy. Every year there would be a report and



Ron with 'Sadler', an early control line model

photographs from Old Warden and the Nationals.

Ron served on Wayfarer's committee providing information and wisdom for many years and will be sorely missed.

A personal note from [Mick Wilshere](#):

I owe a personal debt of gratitude to Ron dating back to the time when he was Managing Director of M.A.P. From December 1966 we wanted to publish a series of articles in Aero Modeller on the construction of a home build proportional Radio Control System originating from World Engines, U.S.A. A group of major advertisers threatened withdrawal of advert copy if the series went ahead as they felt it formed a possible commercial threat to established UK manufacturers of RC equipment. Ron responded by threatening legal action under Restraint of Trade laws which quashed the advertisers' action.

The Series went ahead and was of benefit to hundreds of modellers who built their own proportional RC gear and, as it turned out, provided a great deal of business to many of the electrical component suppliers within the model trade. It formed the foundation for World Engines Ltd. and subsequently Motor & Rotors. It also set a technical lead with the introduction of new integrated circuits which was of benefit to all UK producers of Radio Control.

Thanks Ron

September Club Night



An update on the Bovingdon site was given. The story so far for anyone who has missed an episode (a bit like the BBC iPlayer but not as technical) and subsequent developments are set out separately on page 4.

The general consensus on the site at the Masonic School is that it is too small for flying training and too demanding for anything other than small models. A one year licence has been received which allows for quarterly breaks and we have now paid up until the end of the year. Because of the increasing costs of mowing at the heli site, a suggestion was made that the heli flyers should try the Masonic site which cost a similar amount but had advantages in access, parking and the fact that it is mowed. An email will be sent to all heli flyers asking them to try the site and pass comments back to the committee so that a decision can be made before the end of December.

[Mick Wilshere](#) has negotiated an arrangement with the Hemel Hempstead club for Wayfarers' members to use their site near Shenley in exchange for their heli flyers being allowed to use our heli site. Six Hemel membership cards would be made available with flying governed by Hemel club rules. The arrangement is initially for three months and any heli flyer wishing to use our heli site must provide proof of BMFA insurance cover.

Finally six of the Tomboys, in various stages of completion, were on display for all to admire, the flight simulator was as popular as ever and some flying was done in the back hall.



Web site

Did you know that the web site - www.watfordwayfarers.org.uk - has a page where you can browse all of the newsletters so far? So if you want to look at something in an old copy but didn't keep it, have a look there.

There is also a page with links to a number of videos submitted by members (well me actually) which might be of interest. If you come across a video which you think others might like to share send me the details and we'll try to add it.

If you come across a web site that you think will be useful to other members, why not let us know and we'll add a link to our "Useful links" page on the web site?

[Richard Crapp](#) sent details of these sites which may be of interest: -

If you're thinking of converting to 2.4GHz, this article offers some thoughts on a variety of makes, though some of the "big" names are not covered:-

www.rcmodelreviews.com/2.4ghzshootout.shtml

Always needing those elusive parts? This engineering supplies site might prove useful:-

www.ekpsupplies.co.uk/index.php

And for all matters servo, this database is invaluable:-

www.servodatabase.com/servos/all

Finally, to follow [Richard Rawle](#) and the baby wingwalker team try: -

www.babywingwalkers.com

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One of the important benefits to being a member of the BMFA is the insurance cover provided to protect members should they be involved in an incident. The primary function of the insurance is to protect the insured BMFA member in the event of a claim being made against them following an incident. The process following an incident is described below.

When a BMFA member is involved in an incident, the first thing he should do is to contact the BMFA office and request an incident report form which should be completed accurately and honestly and returned to the office (if the incident is damage to property then a cheque to cover the £50.00 excess is required, if it is injury to a third party there is no excess) this form notifies us and the insurers that there is potentially a claim coming from a third party.

At this stage nothing more will happen until the third party makes a statement of claim against the insured member, it is this that triggers the insurance into action on behalf of the insured member.

What happens next varies depending on what the member has put on the form. If the information on the form clearly identifies the member as being at fault then there is a very good chance that the insurers will payout as the pilot is clearly liable.

However if the form indicates that the pilot had done everything in his power to ensure the safety of the flight and in the section that asks for the cause of the accident the pilot has written "I don't know, it wasn't my fault" or "unidentified interference" then the insurers will defend this position and the onus is then on the third party to convince the insurer otherwise before they will consider any payout. From this you will see that there will inevitably be times where a third party does not receive a payout for damage or injury caused by a model aircraft because no legal liability is proven on the part of the pilot, however the vitally important point is that whichever way the case goes the insured member is protected, either there will be no liability established and hence no payout, or liability will be proven against the pilot and the insurance will respond on his behalf. This is the way in which all liability cover operates.

Note that "member to member cover" is included in the BMFA policy. This means that, unlike most policies, one member is able to make a claim against another member following an incident.

The cover provided is extremely broad, however as with any policy there are certain exclusions to the cover and you should familiarise yourself with these (you can find these on your membership documents).

If you are unfortunate enough to be involved in an incident when you are flying remember the following:

- Stay calm
- Never admit liability to the third party
- Exchange contact details with the third party
- Remain civil and polite
- Refer them to the BMFA office if they require further information
- Contact the office and request an incident report form at the earliest opportunity
- Complete the form honestly and accurately. (If you are unsure how to complete the form contact the office for assistance and guidance)
- Return completed form to BMFA with cheque for policy excess where required
- Forward on any correspondence from the third party to the BMFA office

If there is a dispute between the third party solicitors and the Insurers on a settlement, then it will be referred to a civil court who will make the decision on where the legal liability for the incident rests, this is an important point as you need to be clear that we are talking about legal liability as defined under UK law.

Quiz



A different sort of quiz this time. The US military use letters to classify their aircraft, for example the F in F-16 stands for Fighter. What do the following letters stand for?

- | | |
|------------------|-------------------|
| 1. T as in T28? | 4. U as in U2? |
| 2. P as in P47? | 5. A as in A10? |
| 3. K as in KC10? | 6. SR as in SR71? |

Answers on page 4

Helis

[Steve Roberts](#) continues to dominate all things F3C.

He retained his AHA crown, winning the 2010 league competition with four wins and two second places. This also confirms him as part of the UK team together with Mark Christy and Roger Mayo who will go to the World Championships in Italy next year. And, of course, he also retained his position as national champion at the BMFA nationals in August.

Well done Steve.

Bovingdon

Since we lost the use of Bovingdon in April a lot of work has been done to try and find a suitable new site and a lot of people have put forward suggestions, all of which have been investigated.

In the meantime the possibility of returning to Bovingdon has always been lurking in the background with hopes raised and dashed on a number of occasions.



First the landowner, Mr. Webb, purchased another property bordering the airfield including an additional 32 acres of land adjacent to the farm and a right of way leading to it. Unfortunately, late in the day, Mr. Webb was advised that the right of way was only for agricultural use and therefore of no use as a general access.

He then bought the White Hart pub which includes a right of way over a track owned by NATS which gives them access to their radio beacon and off which access is available to the extended Berry Farm land. Unfortunately a major dispute with the neighbour who occupies land on both sides of the track followed but the upshot appears to be that Mr. Webb has a legal right of way over

the track and anyone may use it with his express permission.

The current position is that Mr. Webb seems keen to see Watford Wayfarers back on the flying site. The White Hart right of way leads into one of Mr. Webb's fields and, to make it passable by cars in all weathers, he needs, and is apparently prepared, to lay a track round the edge of the field to join up with the section of runway which he owns. From here, access to Strawberry Wood is straightforward, using existing tracks.

A visit to the patch has revealed that there is no trace of the mown area having ever existed. This should be superficial and once mown, and perhaps rolled again, it is hoped that it should be useable. The committee has, however, decided that until Mr. Webb lays the track, no expense or effort should be put into reinstating the patch, and only once some form of legal licence to occupy has been received should we expect to fly there. It is therefore unlikely, even if everything continues to fall into place, that we will be in a position to fly before next spring.

Indoor flying

The BMFA have been contacted by the owner of Moto Arena at Silverstone. Moto Arena is a dedicated facility for modellers (principally for model cars) in a 38,000 sq ft 3 storey high Hangar at Silverstone Racing Circuit (see www.moto-arena.co.uk)

They are offering indoor flying on a Thursday and Tuesday night, at a charge of £10 per flyer for an evening, 6-10PM. If an entire club wishes to use the facility, there will be no venue fees.



6. Strategic Reconnaissance.
5. Attack.
4. Utility. Apparently they didn't want to admit what the plane was really for.
3. Tanker.
2. Pursuit.. Used for Patrol since 1962.
1. Trainer.

Quiz answers

The flying hall is 60mx30m. It has a race track as a base, and has a suitable runway, ie the main straight.

If enough people are interested, we could have a club night out.