

WATFORD WAYFARERS



MODEL AIRCRAFT CLUB

Affiliated to the BMFA (Club No.269)

Editorial

Did you know that Wayfarers is one of the 60 clubs that form the BMFA's South Midlands area and hence we send a representative (in the form of Richard Crapp) to attend area meetings? Each area sends a representative to BMFA Council meetings with instructions on how to vote on the various matters on the agenda, the idea being that the club representatives who make up the area committee should have been instructed on the views of club members and they, in turn, instruct the area representative. Theoretically, this provides a means for individual members to have a say in the running of the BMFA.

In a moment of extraordinary carelessness I landed the job of treasurer for the area when I gave up the job of club rep and I attended an area committee meeting a few weeks ago – we had the usual quota of about a dozen attendees, generally elderly gentlemen with a lot of years modelling and flying under their belts.

These meetings don't usually make a particularly riveting evening out but a discussion took place concerning the "horror" that is ARTF models and foamies in particular. During the discussion one member even went as far as to say that he was sure no-one present would even consider being seen with a foam model! Apart from being a classic example of how out of touch some of those driving the BMFA are with the general membership, it made me think (to myself) how much fun I have flying my foamie warbirds.

My Parkzone Corsair is one of my oldest models and has certainly had more flights than any other – in excess of 150, I reckon. Some of you will have seen Tony Parrott and myself flying formation circuits and last week there were five of us trying it with remarkably impressive results. However, this also means that my Corsair has now been through 3 midairs, 2 of which led to it coming



down in multiple pieces, quite apart from the time I pulled the wrong way while flying low and inverted (no, I know it's not scale, but it was a lot of fun right up to that moment). In every case, apart from treating it to a new cowl, it has been glued back together and was available for flight in about an hour. Same motor, ESC, servos and prop – yes, that's the same prop! Now I'm no expert in building models but I find it hard to believe that that any other form of construction would put up with that level of abuse, the only alternative being not to fly it in a challenging way. So, apart from being firmly in the camp which thinks that ARTF's are great and, in my case, the only reason I got into model flying at all, I'm definitely of the opinion that foam models are brilliant as trainers and for having outrageous fun without risking bankruptcy. What do you think? How about some comments for the next newsletter.



If you haven't seen the November editions of RCM&E and RC Model World you should have a look as our master scale modeller [Richard Crapp's](#) Westland Wessex features on the cover and as lead story of both. Now I saw Richard flying a foam Wot4 very recently.....

Many thanks to [Pete Christy](#) for his article on the Scottish heli nats on page 2 and pictures of the European championships, [Paul Roberts](#) for the article on the European championships on page 4 and [Simon Rapkin](#) for getting agreement for us to publish the Aerobility article - see page 3. So much more could be done with the newsletter if others joined in with articles, little or large.

Thanks also to [Stuart Marsh](#) and [Gary Field](#) for some great photos taken at the Nationals and posted on the web site. Gary also regularly adds photographs to his 'Seen at the fixed wing site' album on the site.

Andy Todd

Scale helis at the nationals



Earlier this year, I attended the Scottish Helicopter Championships in Aberdeen, and was lucky enough to win the Scale event with my elderly Hirobo Bell 47.



So it was with high hopes that I set off for the British Nats over the August Bank Holiday!



Alas, the competition was much greater at Barkston Heath than at Aberdeen! This combined with an engine that seemed reluctant to deliver anything like its rated power, and a strong cross wind, pretty much scuppered my chances. Having said that, I managed to fly in all the rounds bar one, and the winners truly deserved their win, not only producing some magnificent models, but flying them extremely well too!



The final results were:

1 st	Mike Pattison Hughes 500 (turbine + multi-blade head)	1498
2 nd	Stephen Eeles	1442
3 rd	Kevin Lever	1352
4 th	Martin Briggs	1338
5 th	Pete Christy	752
6 th	Dave Pacey	350

The top four places were taken by models featuring multi-blade heads, and the winner wasn't using any form of electronic stabilisation. This didn't stop him from putting on a stunning display of flying, which just goes to show that all these electronic gizmos really aren't necessary!

Although only six pilot entered, a number of others turned up and gave demonstration flights, most notable of which was Brett Houghton's giant Bell TwinJet. Not only was this the largest model there, but it was also electric powered and flew very nicely.



All in all, a most enjoyable event, with some lovely models present, and some extremely good flying.

Roll on next year!

Pete Christy



Attached to this newsletter is a copy of an article written by Simon Rapkin which was published earlier in the year in Aerobility magazine. It gives a very good introduction to learning to fly model aircraft and has been added to our website with the 'Getting started' page.

Aerobility is a registered charity founded in 1993 offering disabled people the opportunity to fly an aeroplane. It is run largely by disabled aviators, for disabled people and through various fundraising initiatives and careful management strategies they allow disabled people to fly for a fraction of the commercial rate. 'Experience of a lifetime' trial flying lessons are provided for as many terminally ill and disabled people as possible every year, also subsidised flying days for other disability charities and at-cost instruction and qualification flight training to members.

Aerobility also provides advice, knowledge and advocacy for disabled people who wish to fly, and is the representative body for disabled aviation within the UK.

Club Night

Club night will be on
Thursday 25th October at 8:00pm
Holywell Primary School, Tolpits Lane, Watford

Indoor flying, flight simulator and chat

Just a reminder that the AGM this year will be on Thursday 29th November at 8:00pm
Notice of the meeting and membership renewal forms will be sent out in due course. The form will also be on the website from early November. Please try to come to the meeting and bring your renewal with you.

2.4 GHz radio warning

There are a number of reasons why it might be necessary to rebind your transmitter to a model while at the flying field but a rather alarming event happened recently at Bovingdon which should make everyone using 2.4 GHz radio pause for thought.

By pure coincidence, two people, we'll call them Tony and Felix, went through the process of binding their transmitters to models at the same time. The rather alarming result was that Felix's transmitter ended up bound to Tony's model and possibly to his own as well. Tony discovered this because his controls started moving without him touching his radio while Felix heard Tony's model making a noise which coincided with him moving his sticks. Luckily, the problem was recognised immediately and the throttle wasn't involved. However, the possibilities don't bear thinking about as to what might have happened.

Although we're not sure whether in this instance both models ended up bound to one radio at the same time, this has been done by someone who put a receiver on a dolly which he wanted to be able to steer using his radio and so subsequent tests have proved that this is possible.

The radios in question were compatible Spektrum/JR models but this may be equally pertinent to other makes and systems. So, if you need to bind your radio to your model at the field, you must check with other pilots whether they are also doing so before starting the process.

European F3C & F3N Helicopter Championships

The event was held outside a town called Ballenstedt in north-east Germany. It was held at a small airfield which remained 'live' throughout the competition, except they stopped their gliders from flying on their grass runway to give us access to both F3C & F3N flight lines. The original hangar on the field had a plaque on it that stated 'Built in 1941'. Obviously one we missed!



Steve Roberts and Mark Christie

The nearest practice site was about 10 kilometres away, at a model flying club in another town. There were good facilities, which we could make use of and both F3C and F3N pilots practised here.

The F3C team comprised [Steve Roberts](#), ex Watford member Mark Christy and Matt Reuben with Jason Markey as team manager and [Roger Mayo](#) as reserve although he didn't attend. The guys arrived late on the Wednesday before the competition with registration taking place on the Saturday and official practice and model processing on the Sunday. Competition started on the Monday with each pilot flying one round per day for the next four days. While this may sound a little slow, there were 49 entries in the senior competition plus a junior competition so the flight line was kept very busy. Time in between the rounds was spent at the practice field trying to improve flying standards. On the Wednesday I had to take over as team manager as Jason was ill and returned to the UK.

The F3N competition, which was being flown for the first time at a European level, started later with two rounds per day on the Wednesday and Thursday. Consequently, the UK team which comprised Duncan Osbourne, Stuart Mott and Rob Turnbull arrived over the weekend with Registration and official practice on the Tuesday.

After the preliminary rounds, and with the best 3 normalised scores counting, only the top 15 pilots went on to the fly-off rounds for F3C and the top 10 pilots for F3N. Team managers had to attend a meeting on Thursday evening to find out who would be flying the three fly-off rounds. Steve Roberts made the cut in F3C with Mark Christy just missing out in 16th place. In F3N



Paul and Steve Roberts

Duncan Osbourne and Stuart Mott made the cut with Rob Turnbull just missing out in 12th place.

The fly-offs were organised as two rounds on the Friday and the final round on Saturday. After a small presentation at the site, there was a banquet at a hotel near the practice field on the Saturday evening where the main presentations were made. The final placing for teams UK was 4th in F3C (Steve Roberts 13th) and 3rd in F3N after a protest by the French which resulted in a drop from 2nd (Rob Turnbull 3rd and Stuart Mott 4th). Well done all who were involved.



The F3N winning teams (before the French started).

Paul Roberts