



*Only the brave (or foolhardy). An intrepid Paul Perkins braves the cold winter conditions of early March to fly the flak for WFRF.*

## APRIL AT WARREN FARM

### AN IMPORTANT DATE FOR YOUR DIARY

We have been asked to present a flying display at Hanwell Carnival this summer. We have yet to secure authorisation from the BMFA (who have to provide insurance cover), but preparations are under way.

Contrary to popular belief, a “B” certificate is NOT an absolute requirement for flying, however we will be inviting to fly only those pilots whom we are confident are able to perform safely in front of a large audience.

The display will be fairly small. We are planning 3 flying slots of about 40 minutes each. Each slot will contain about 5 demonstrations of various types of model, both I/C and electric.

We will need as many members as possible present to help with marking out the flying area (from early in the morning), ground crew and marshalling. We will also be looking for a PA announcer.

The date of the event is **Saturday 15<sup>th</sup> June**

### QPR UPDATE

Members of WFRF attended a meeting on 26<sup>th</sup> February, called by Olde Hanwell Residents Association. QPR and LBE presented much the same information that had already been presented at previous meetings.

It was clear from the tone of the meeting that many residents are far from happy about the planned development so close to a very quiet residential area.

Subsequently, there has been a major story about the meeting in the Southall Gazette, followed by three letters, one supporting the development and two which were essentially not in favour.

We understand that the planning application is proceeding, and that the Planning Department of the Mayor of London's Office has been advised of the details. If passed by Boris Johnson, it will also need to be approved by Eric Pickle (Secretary of State for Communities and Local Government).

## FIELD AVAILABILITY

We are not aware of any sports bookings for the foreseeable future, so flying will largely be restricted only by the weather. However, the football season has been disrupted by the inclement weather, and it is possible that several “Catch-up” matches may be played to complete the league schedules.

We have now been granted a further temporary licence to fly, which expires on 31<sup>st</sup> July 2013. It is anticipated that QPR will be in a position to issue a new licence by then.

## FIELD CONDITION

The grass has now been cut. It is our understanding that this will continue at least until the redevelopment works commence.

Please be aware that, during our negotiations with QPR, they have expressed concern about the possibility of fuel and exhaust residue contaminating the grass. Please remember that drip trays **MUST** be used when :-

- **Refuelling ALL I/C models.**
- **Running any I/C model with an exhaust pointing towards the ground.**

Here is a good tip for earning a few “Brownie Points” from “Er Indoors”. Buy a new roasting tray from your local supermarket, and offer to “Dispose Of” the old one. They make first rate drip-trays. However, do NOT, under any circumstances, suggest that the new tray is a Birthday or Wedding Anniversary present – you will incur unspeakable wrath!

## OOPS. THE CHAIRMAN HAS A RED FACE!!

Your esteemed Chairman, Secretary, Editor and Flying Instructor is suffering from an acute case of terminal embarrassment

Those beginners learning under Bobs’s tuition will be aware that the Arising Star trainer has been suffering from engine problems for over a year.

Stale fuel was ruled out, as the fuel had only recently been bought, so thoughts turned to a worn-out engine. Several engine replacements (two OS LA46s and an Irvine Q40) made no difference, so maybe the tank position was too low. Delicate surgery (with a hammer and chisel) removed the tank supports and a standard Sullivan slant-front fuel tank was fitted in a better position. No improvement at all.

Ok, so maybe all of the engines were worn-out – they had, after all, been powering club trainers for over 15 years. Time to fit a brand new SC46. What a waste of time that was – still no improvement.

Thoughts returned to the fuel. Maybe a bad batch, or contamination in storage, so a new can of Duraglo with 5% Nitro-Methane was purchased.

The fuel is always bought in 1 gallon can, but decanted into a ½ gallon can for ease of transport, so the old fuel was returned to the original can for disposal. That was when the penny dropped.

The old fuel can was labelled as Duraglo with **25%** Nitro-Methane, obviously bought by mistake. No wonder it was so expensive. Great for helicopters, pylon racers and model cars, but far too hot for normal use.

The first time the new fuel with 5% nitro was used, the SC46 ran like a sewing machine. Problem solved – and the old engines are expected to be fine when they are next pressed into service (with the right fuel, of course).

Ah well, we all get it wrong from time to time.

**Paul Perkins**  
Licensee

**Fred Dunckley**  
Vice Chairman

**Bob Howard**  
Chairman/Secretary