

WARREN FARM RADIO FLYERS **WFRF**

APRIL AT WARREN FARM

FIELD CONDITION & AVAILABILITY

The runway has remained flyable despite the recent weather afflictions, however as the season progresses growth is inevitable. We trust that LBE contractors AMEY will be able to mow as soon as the surface dries out.

In the meantime, we have had some good flying sessions during the all-too-infrequent bouts of flyable weather.

FUTURE DEVELOPMENTS

The news is not good.

On 23rd March, it was announced that the court action by the Save Warren Farm Group had not been successful. They do, however, have 28 days to appeal against this decision.

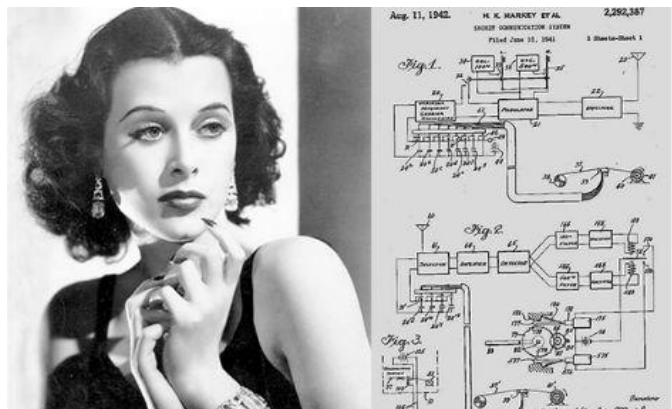
If this appeal is also unsuccessful, it is our understanding that we will be able to attend a meeting at which QPR will outline their plans to all interested parties.

BOMBSHELL – THE HEDY LAMARR STORY

A new film “Bombshell – The Hedy Lamarr Story” has recently been made celebrating the life of Hedy Lamarr, arguably the most beautiful actress of her era.

What has this to do with our model flying activities? Read on to find out.

Hedy Lamarr was born in Austria in 1914. She was half Jewish on her fathers side (the significance of which will become clear), and in the late 1920s she was discovered as an actress. In parallel with her acting career, she worked alongside her husband Fritz Mandl, an engineer working on military projects.



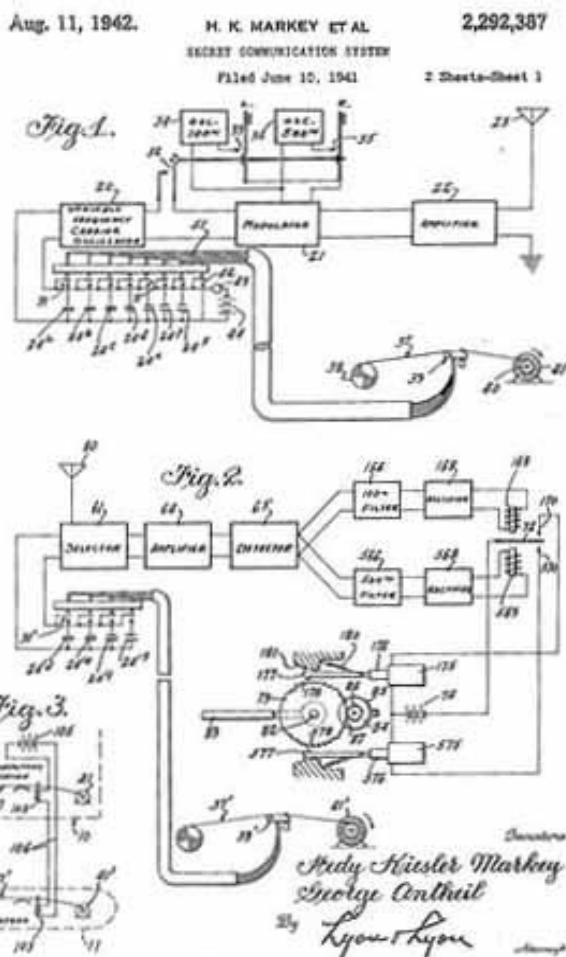
Following the rise to power of the Nazi regime of Adolf Hitler, Austria and Germany were not healthy places for people of Jewish extraction. Leaving Mandl, (who allegedly had Nazi sympathies) she very wisely fled to America in 1937, where she resumed her acting career.

Hedy was not just a pretty face. She was also a self-taught but talented engineer and inventor, sometimes working with aviation pioneer Howard Hughes.

During World War 2, she learned that the US Navy was seeking a means of equipping torpedoes with radio control which could not be intercepted or jammed by an enemy.

Working alongside musician George Antheil, she developed a system using perforated paper rolls similar to those used in the “Player-Piano”. The roll on board ship would be duplicated, and synchronised with, a roll in the torpedo, changing the frequency at regular intervals.

This system was patented in 1942 under her married name of Hedy Kiesler Markey.



Sadly, the technology available at the time was not able to make the system successful, however the principle eventually led to the development of “Frequency Hopping” technology. This was originally used for military applications such as missile guidance and secure communications, and later for civilian uses such as Wi-Fi and Bluetooth.

In 2007, Spectrum and Futaba introduced 2.4GHz radios to the radio control marketplace. The FASST (Futaba Advanced Spread Spectrum Technology) system provided the greatest level of security that model flyers had ever seen. Similar systems have since been adopted by all radio-control manufacturers.

Hedy Lamarr never received any financial gain from this wonderful invention, however both Lamarr and Anthiel received the Electronic Frontier Foundation Pioneer Award for their work, and were posthumously inducted into the National Inventors Hall of Fame.

She died in 2000, at the age of 85. The worlds of radio communication and radio control, owe her a debt of gratitude.

JR RADIO & SOLARFILM

We were all shocked to learn that two of the best known names in the model aviation business have recently ceased trading.

JR Radio declared bankruptcy on 26th December 2017. Apparently importers MacGregor Industries are still supporting the DMSS transmitters and some other lines.

We are advised that their main competitor Futaba remains “Buoyant”, and is not at risk.

Solarfilm, the Chorley based manufacturers of some of the best known covering materials, have also decided to close down. The influx of pre-covered ARTF models and cheaper covering materials from the far east have resulted in such a decline in sales that it is no longer worth trading.

Whilst most of their film coverings can be replaced with such products as Oracover, some of the much-loved Solartex Vintage colours cannot be yet replaced with Oratex. Apparently the Oratex Antique is, like Solartex Antique, translucent, allowing the underlying structure to be seen and appreciated, however they do not, at the moment, produce an equivalent to the Vintage Red, Blue, Yellow or Orange Solartex. A recent email from the manufacturer suggests that they are hoping to extend their (presently very limited) Oratex range in due course.

Sadly, both of these German products are far more expensive than the Solarfilm products, however Oratex is much easier to use than Solarfilm. A version of Oratex is even used on full-size light aircraft, so this product is probably of very high quality.

Of course, there is always the option of reverting to good old-fashioned nylon & clear cellulose dope (if you can tolerate the obnoxious fumes).