

# WARREN FARM RADIO FLYERS WF

## RF



*Is it a bird? Is it a plane? No, its Skyman. Guy Lee-Emery has done it again!*

## AUGUST AT WARREN FARM

### FIELD AVAILABILITY & EARLY CRICKET INVASIONS

Members present on Saturday 28<sup>th</sup> July will be aware that there was again a problem with cricketers swarming onto the field as early as 10.30am. This would have been ridiculously early even if their claim of a 12noon start had been true, but we are assured by the groundsman and his supervisor that the earliest they could possibly have been scheduled for was 1pm, with a 2pm schedule start more likely.

We were finally obliged to cease flying at around midday, after one of our members was forced to take evasive action to avoid a couple of cricketers strolling across the runway, despite repeated warnings to them to keep away. Unfortunately, this resulted in a crash which damaged both the wing and undercarriage of Tamas's Mini Capiche.

The groundsman has warned the cricketers not to do this again. However, we have decided to make a formal complaint to the bookings office and other LBE departments about the conduct of the cricketers. Our complaint will contain photographic evidence of their early arrival and of the damage to the Capiche, and also evidence that they are still driving cars onto the field, despite having been told not to do so.

We will be seeking compensation from the cricketers both for the damage to the model, and for the loss of flying time. The groundsman and his supervisor have indicated that they will support our complaint.

Please contact Bob or Tom if there is a similar occurrence. A good tip is that the groundsman is required to be on site 1hour before the scheduled start of any cricket or football match. If he is not there, then the players should not be on the field.

We are assured by the bookings office that all future matches are booked for a 2pm start, so we should be able to continue flying until after 1pm.

There is no flying on Monday 27<sup>th</sup> August (Bank Holiday) due to the usual Tamil event.

## **EGOR THE SKYMAN FLYS**

**Guy Lee-Emery has done it again!**

**First, “Splodge” the Eagle, soaring above Warren Farm like a real Bird of Prey, seeking a lunch of fresh rabbit. Then came a succession of prehistoric flying reptiles, all built from Elapor foam and electric powered.**

**Now, “EGOR the Skyman” has taken to the air. Control is by the legs, which are hinged at the knee and act as both ailerons for directional control and elevators for pitch. He appears to be very stable in flight.**



**Even the cricketers were entranced by EGOR’s antics, especially his “Party Piece” of waggling his legs – it looks though he is swimming through the sky.**

**No ARTF, kits or plans, of course. Skyman was scaled up from a small sketch, and built from scratch as related by Guy himself :-.**

*“I first came across him on SKYMAN.AT, a forum run by Michael Kainberger. He gave an outline plan of skyman, the c.o.g. position and a few dimensions. The original size ( height) was about 1005mm or 41 inches. I scaled him up to take advantage of the 6mm depron sheets I had to about 47inches.*

*Starting on 13/2/12 taking lots of measurements, converting them to the increased size and then transferring them straight on to the Depron and suddenly he was painted ready to fly on 27/2/12 !!*

*Depron really is very easy to work with.*

*The initial airtest took place on 19/3/12. Ken gave him a good launch and EGOR climbed steadily out in an easy R.H. turn. A reasonable height and reduce power for trim checks and he just dived straight into the deck. Broke his neck. Ouch!!*

*Driving home I concluded that the only thing keeping him airborne was the prop thrust. Remove that by throttling back and his nose heavy position meant no recovery. During surgery I increased the shoulder and neck length by 2.3 inches giving an new overall height of 52 inches and moved the c.o.g. back from 10.25 inches to 11.8 inches. I also somehow managed to reduce his weight by 35gms to a ready to fly weight of 630gms.*

*The second airtest on 16/4/12 produced a very good smooth flight at all speeds and an easy landing. Yippee!!!*

*CAUTION : It is very easy to become disorientated.*

**Specs:-**

*Keda 2209-26T IISOkv 15A MOW motor*

*25A hobbywing ESC — --*

*1300 3S battery*

*2 ballraced metal geared servos to take the strain in operating his legs 45 degrees each way*

*And as for the the name? EGOR = Electronic Green Orbiting Robot”*

**Our thanks to Guy for a comprehensive run-down on one of the most unusual models ever seen at Warren Farm.**

## **AMENDMENT TO THE JULY NEWSLETTER**

The last newsletter contained details of a requirement that all models be fitted with a failsafe, and that the failsafe must be set to stop the motor on all models, both electric and I/C.

This remains unchanged for all electric powered models. However, we are advised by the BMFA that the only acceptable failsafe setting for I/C powered models is for the throttle to be closed to the idle position.

Our apologies for the error, and our thanks to Peter Vidgeon for alerting us to the mistake.

## **FIELD MAINTENANCE**

Recent conversations between club members and the groundsmen have revealed that some of the field maintenance activities may cease in October. This has raised concerns that the grass may then remain unmown, restricting our activities to hand-launched models only.

We are have discussed this issue with Jonathon Kirby (LBE Deputy Director of Major Projects), who is responsible for the Warren Farm/QPR project. He has assured us that the grass will continue to be mown as usual. Failure to do this would cause damage to the pitches, resulting in additional costs if the grass had to be replaced before football and cricket can resume.

Flying will therefore be able to continue throughout the redevelopment of Warren Farm.

## **LICENCE HOLDERS**

As most members will be aware, it has always been a condition of our licence that three club members are signatories to that licence. The current licence holders are Bob Howard, Tom Thomas and Fred Dunckley.

Tom has recently indicated a wish to stand down from the licence, having held this position since 2006. We are pleased to report that Paul Perkins has agreed to fill the vacancy.

The change will take effect when the current licence with LBE is replaced by the new licence with QPR.

We would like to thank Tom for all the help and support over the last six years.

## **AND FINALLY**

We are now flying from our new location nearer to the road, as shown below. Please note that this is much closer to "The Aviary" (The Sultan of Brunei's mansion), so please – NO NOISY MODELS!!!



**Tom Thomas**

Field Officer

**Fred Dunckley**

Vice Chairman

**Bob Howard**

Chairman/Secretary