



How the other half live! A Large – Scale Miles Magister spotted at the recent Cosford LMA meeting.

AUGUST AT WARREN FARM

QPR UPDATE

The survey works mentioned last month now seem to have abated. There are a number of mounds around the field, arising from drainage surveys, as well as a few borehole headers adjacent to the pavilion.

A recent conversation with Jonathan Kirby has revealed that there may be a period during the redevelopment works when flying at Warren Farm will not be possible. Jonathan is looking into the possibility of providing us with a suitable alternative flying site during this period. The licence holders are aware of the location, but it would not be appropriate to disclose any further details until Jonathan's proposals are more advanced.

FIELD AVAILABILITY

There will be a single football match each Sunday afternoon, but the sports bookings office will ask the groundsman to put this on a pitch close to the pavilion, so that we can fly further down the field. There are no other bookings at present.

FIELD CONDITION

Following the recent dry spell, the field is in excellent condition, having been mown again recently. We have, however, had some rain in the last week, so it is probable that the grass will soon begin to grow again.

TRAINING

The new Wot-Trainer was pressed into service shortly after the most recent newsletter, and has proved to be a slow, stable flyer with few handling vices. The only issue with it at the moment is a very flat glide, requiring a long landing approach. Stopping the engine makes no difference (a "Dead Stick" propeller produces less drag than a propeller on idle), however we plan to experiment with a less efficient propeller in the hope that this will slow the glide.

AND FINALLY

Many thanks to Martin Chlebek (a colleague of Paul Perkins), who has kindly provided photos taken at the Large Model Association meeting at Cosford.

These models all exceed the 7kg weight limit as permitted at Warren Farm, however they do demonstrate the ultimate in aeromodelling skill. Whilst there are a few custom-built or ARTF models (particularly composite jets), most of the LMA models are designed, built and flown either by individuals, or sometimes by a team.

The LMA also provide technical support to those building such models. Any model which is expected to weigh in excess of 20kg has to be inspected and signed off by an approved LMA Inspector at each stage of construction (much like a full size homebuilt aircraft) before the necessary documentation can be approved by the CAA.

The models are equipped with multiple backup systems for the radio, to reduce the likelihood of problems arising from interference or technical problems. Whilst this will significantly reduce the chances of a crash, the CAA regulations are intended to ensure that a large model cannot fly away, with a resulting incursion into full size airspace.

Because of our proximity to Heathrow and populated areas, this is why we insist on all models at Warren Farm being fitted with a working failsafe to cut the motor (stopped for electric models, slow idle for I/C models) in the event of any such problems occurring.



De Havilland Comet in BOAC Livery



Vickers VC10 of RAF Transport Command



And last, but by no means least, the mighty Avro Vulcan

Paul Perkins
Licensee

Fred Dunckley
Vice Chairman

Bob Howard
Chairman/Secretary