

WARREN FARM RADIO FLYERS **WFRF**



"Hallo cousin – Wot are you doing here? See "Wot Trainer - I/C to Electric Conversion" on Page 2.

AUGUST AT RECTORY PARK

WARREN FARM LATEST

Firstly, apologies for the late newsletter. Your editor attended the Norwood Green Ward Forum a few days ago, and it was felt that it would be best to hold the newsletter until after this meeting.

The main points to emerge from the meeting were that the deadline for submissions to the planning department has now passed, and that the latest QPR Planning Application will be heard on Wednesday 26th August.

In a separate development, the Save Warren Farm group are making a fresh approach to have Warren Farm declared an Asset of Community Value, which if successful could save our beloved flying site for community use.

FIELD CONDITION & AVAILABILITY

The field is in excellent condition, and at last the wind seems to be dropping to produce flyable conditions.

We will be holding discussions with LBE to find out if anything can be done to provide a flyable surface when mowing activities cease in a few months.

NEW MODELS

A recent calm Friday resulted in two new models appearing at the field.

Firstly, Rick Smith made a very welcome appearance with his new Duraflly Skymule, a twin-engine model with an outstanding performance.

The 1.5m span model has the outward appearance of a "Utility Transport", which belies it's ability to perform aerobatics. It can be adapted to carry a camera, drop parachutes (maybe as a toffee bomber at shows?), and can operate on skis.



Power is supplied by a single 3 cell battery from 2600 – 4000 mAh, and the take off run is incredibly short. Several other members have expressed an interest in the model, and we would not be surprised to see a whole airline operating from Rectory Park soon.

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Not to be outdone, Ken Stanbury arrived with an FMS LET 13 Blaník Glider. The full size is, of course, tow launched, but this model has been modified for electric power.



The full size LET 13 is one of the most outstanding aerobatic gliders in the world, and in Ken's hands the model continues in the same spirit. However, it also thermals surprisingly well, continuing to climb with the power off and the propeller folded to reduce drag.

Visibility could be an issue on cloudy days. The model is painted silver to simulate the all aluminium construction of the original, but this colour does not always show up well in the air.



WOT-TRAINER – I/C TO ELECTRIC CONVERSION

Conversion of an I/C model to electric power is often fraught with problems. Provision of a battery hatch, modifying the engine mount and selecting the appropriate motor, speed controller and battery size are just some of the issues involved.

Chris Woodward has successfully overcome all of these challenges. The modified aircraft recently met with its I/C powered cousin, flown by Bob Howard, at Rectory Park for a head-to-head shoot-out to see which was best.

The result was generally considered to be a draw, as both models flew equally well. The electric model was, of course, much quieter, and needed little cleaning down after the session, however it was limited to the number of batteries available, whilst the I/C model had fuel available to fly all day if necessary.

An added bonus for the electric model was the cleaner nose profile, with the outrunner motor fully concealed within the engine bay instead of a protruding engine and silencer.



Friday 31st July – one of the best weekday flying session of 2015 – or could even better days be ahead?