

WARREN FARM RADIO FLYERS

DECEMBER AT RECTORY PARK

RECTORY PARK FOOTBALL PLANNING APPLICATION

Following the recent site meeting with representatives from LBE and Middlesex FA, we reported that we would need to relocate our take-off and landing area, and adopt a different flight pattern, to accommodate the greatly reduced area following the creation of the new football facilities. A very rough sketch was drawn up to see if this was practicable, and whilst far from perfect it looked usable.

Middlesex FA have now presented their proposals in the form of a planning application, and we were dismayed to see that the football facilities now encroach much further into the park than we were led to believe. Much of the area which could have been used for flying is now obstructed by two full size pitches, surrounded by a 4.5m high fence and "Bunding", which we understand to be some kind of an earthworks wall.

The available flying area will therefore be significantly reduced. We have asked for a meeting with Middlesex FA to discuss how we can fit ourselves into this smaller area, and to get some idea if there will be times when we will be able to overfly the football pitches.

This is all very disappointing, as we were originally being offered the use of a facility which included off-road parking, toilets, and a cafe. These facilities will, I hope, remain available to us, but will not make up for the reduction in flying area.

We do not anticipate that much of this development will take place within the coming year, so please do not let it discourage you from rejoining Warren Farm Radio Flyers.

The planning application, number PP/2015/6021 can be viewed on the LBE website at the following address :

<http://www.pam.ealing.gov.uk/portal/servlets/ApplicationSearchServlet?PKID=185693>

We will keep you informed.

WFRF & BMFA MEMBERSHIP RENEWALS

Most of you should, by now, have received your membership renewal documents. We have not increased the WFRF subscriptions, even though last year we did little more than break even after paying the LBE licence fee. If you know of any potential new members, please put them in touch with us.

The £20 initial joining fee remains waived for the time being, as we would like to recruit new members, although as training is difficult at the moment due to the poor conditions and lack of active instructors we would like to concentrate on recruiting experienced flyers.

FIELD CONDITION AND AVAILABILITY

In a word, POOR! The grass is wet, and has not been cut recently, so hand-launch models are the order of the day. In the unlikely event that it dries out enough for the LBE contractors to mow our runway area, we will let you know.

If you are able to take off and land, beware of the foxholes to the right of our area. To the best of our knowledge, they have not yet been repaired, and being overgrown are now difficult to spot. Dropping a wheel into one could ruin your whole day!

RUBBER BANDS (AGAIN)

Last month's article about rubber bands has elicited a response from WFRF member and Vintage Model enthusiast Paul Notley.

Paul writes :-

Speaking of rubber bands, attached are a couple of photo's of my recently completed Lanzo Duplex. It is a 4 oz Wakefield designed in 1937 by Chester Lanzo. It has 2 ounces of 3/16" rubber in 14 strands driving a 14" diameter freewheeling prop. Given the right conditions it will do 3 minutes on 600 turns."

For the uninitiated, "Wakefield" refers to a competition originally held in 1928 for the Wakefield International Cup, dedicated to Lord Wakefield of Hythe. The competition rules specify the maximum permitted dimensions of the model and the size and weight of the rubber motor. The model is trimmed to fly in a circle, both under power from the rubber motor and on the glide.

There are many other classes, all with differing dimensions, motor weights etc. The important thing is that the model has to be built and trimmed to fly without the benefit of radio control or any other autonomous devices. Each model has to have been built by the competitor flying it, sometimes from plans, but often an own-design creation.

Competitions may be held over several rounds, with each flight being watched by a timer with a stopwatch. High scoring flights depend upon a combination of good aerodynamics, and the ability to judge where and when to launch to take advantage of "Thermals" (the rising warm air currents, that is, not Paul's winter woollies!).



The engineering skill required to produce such a model is to an incredibly high standard.

The fuselage has to be built as light as possible, and yet has to withstand the stresses of the rubber motor, which is not only trying to pull the front and rear mounts to the middle of the model, but also trying to twist the fuselage like a corkscrew. The power contained within a rubber motor is such that, if the motor breaks, the whirling strands of rubber can easily smash the fuselage to pieces.

Like most models of this era, the structure is almost entirely an open framework of thin strips of balsa wood, covered with thin coloured tissue paper and treated with clear cellulose dope to shrink, weatherproof and stiffen the tissue.

This is where aeromodelling started. Hats off to Paul for carrying on a fine tradition of craftsmanship.