

# WARREN FARM RADIO FLYERS



*Paul's own design electric twin – the bright colour scheme stands out well against the drab winter sky.*

## FEBRUARY AT WARREN FARM

### FIELD CONDITION & AVAILABILITY

The grass has not required further mowing, as it has grown little in the cold weather. As usual, it has drained well despite the wet weather, however large wheels will help take-offs and landings. Paul Perkins has fitted lightweight 3½ inch wheels to most of his models, having bought a job lot from Robotbirds at £1 ea.

Also, the lock is now much easier to lock and unlock. The staple on the gatepost has been lowered, making it far easier to insert the key without needing to lift the gate. However, there has been an issue with some of the keys, which tend to lose one of the teeth after a time.

### MEMBERSHIP RENEWALS

Many thanks to all who have renewed their membership. All of the members from 2017 have renewed, and we have also picked up a few additional members.

Mal Purba and Jagi Marwa have returned to the fold after a lapse of several years. Jagi has upgraded his radio to 2.4GHz, and is under the tuition of Paul Perkins.

We also welcome new members Paul Derbyshire and Lee Marshall.

Paul is a former drone flyer, who has decided to move into "Proper" model aircraft.

Lee flew power models some years ago, but in recent times has been flying slope-soarer gliders. He has now returned to power flying with an electric aerobatic model. Both of his inlaws are model flyers, dad-in-law being an instructor and mum-in-law holding an "A" certificate. So much for the idea that model flying is a "Boys with Toys" activity

Some time ago, your editor was invited to a talk by BMFA officials Manny Williamson and Andy Symons. One of the questions asked concerned the low number of women model flyers. The answer was both shocking and simple – very few model flying sites have toilet facilities, a situation not conducive to female needs. The Euroloo at Warren Farm has been a boon to all.

## **WINTER FLYING**

The cold, wet and windy weather has not stopped flying from taking place. Paul Perkins, Paul Derbyshire and Ken Stanbury, among others, have been making use of the site whenever the weather is flyable.

One aid to winter flying is a bright colour scheme, which aids orientation in poor light. For some years, the club trainer (pictured right) has had fluorescent orange outer wing panels, which have proved invaluable to beginners learning to follow the model's flight path.

A further aid is to wear glasses which improve contrast. Paul Perkins has found that yellow lenses help, and your editor has recently invested in a pair of yellow-tinted driving glasses which appear to be successful.



*Photo by Nabil Jacob*

## **ARTF OR ROLL YOUR OWN #1**

With the advent of weather which does not really suit his Spitfire or Hurricane (both featured in newsletters over the past few months, Paul Perkins has been flying a "Roll-Your-Own" model, which has undergone a number of transformations since it first appeared at Warren Farm many years ago.



The un-named model began life as a simple high-wing sports/trainer with a tapered wing planform.

Taking his cue from the post WW2 F82 Twin Mustang, Paul built a second fuselage, added a constant chord centre section to the wing, and modified the tailplane to enable the whole thing to be easily dismantled for transport. Paul reports that the model handles well, with none of the unpleasant characteristics which sometimes beset twin-engined aircraft. With electric power, the problems of asymmetric thrust which follow an engine cut are virtually eliminated – both motors can be relied on to continue running.

In full size aviation circles there is a saying that "if one engine fails, you can always be assured that the remaining engine will continue to provide enough power to fly the aircraft all the way to the scene of the crash".

Of course, the best bit about "rolling your own", or even building from a traditional kit, is that you have a model which is totally unique, and which stands out from the row of cloned ARTFs on the flightline. Paul's model is definitely a "One of a Kind" - unless, of course, he decides to publish the plans in RCM&E (hint!).



The F82 Twin Mustang mentioned above was a long range escort fighter developed from the famous P51 Mustang. It was too late to see active service in WW2, but in the absence of any suitable jet fighter saw service with the USAF Strategic Air Command during the early days of the Cold War.

Only five examples are known to survive, two of which are being restored to flyable status.



*Perhaps not quite as pretty as the F82, but nevertheless very much the same configuration.*

**How about it Paul? Having done such a good job with the Spitfire & Hurricane, perhaps the Tony Nuhuis Mustang could be built as an F82.**

**Now there is a challenge!**

#### **ARTF OR ROLL YOUR OWN #2**

Still on the subject of ARTF versus Kit or Plan Builds, it is worth noting that Great Planes have added a new series of traditional kits to their range, as advertised in the latest BMFA News. Also, the new holders of the RCM&E and RC Model World plans ranges are cracking on apace with putting their catalogue of plans & parts onto their website for homebuilders - <https://www.sarikhobbies.com>

We wish both companies well in their aim of restoring the skills of proper aeromodelling, which have been in sad decline since the advent of ARTF models.