

WARREN FARM RADIO FLYERS **WFRF**



Goodbye old friend. This is the last we will see of the dilapidated buildings at Warren Farm.

JANUARY AT WARREN FARM

LATEST FLYING SITE DEVELOPMENTS

This is probably the last time (for now) that the newsletter will be headed “At Warren Farm”, at least until the redevelopment is complete.

The licence for us to fly at Warren Farm expires on 31st January, and we have signed a new licence to fly at Rectory Park from 1st February. LBE will be erecting notices advising the public of our presence, and they are legally obliged place an announcement in the local press. They will also be circulating an information handout to users of the park (particularly the soccer practice groups) requesting that they cooperate with us to ensure that we are able to fly safely. This make clear that we have been relocated by LBE because of their disposal of Warren Farm.

Should you at any time be confronted by local residents or park users, please feel free to ask them to call Bob Howard on 07958 240 380. Do not enter into a prolonged discussion with them. If necessary, call Bob yourself, and hand them your phone.

We anticipate that we will need to park in the service road running parallel to Ruislip Road, which will mean crossing a main road to enter the park. On the plus side, we should have a much shorter distance to walk to the pits area, which will be a help to any members who find difficulty walking to the pits at Warren Farm.

Flying at Rectory Park will, of course, require us to adapt our flying practices accordingly. We will be drafting a new set of rules in the very near future, but for now please bear in mind the following :-

- *A flyaway at Rectory park would be disastrous. The BMFA have recommended that only 2.4GHz radio should be used, and that the failsafe MUST be set at all times. We will be checking this.*
- *Take particular care whenever members of the public are in the flying area. It will ne necessary, particularly at weekends, to have a spotter or marshal on the flightline whenever a model is airborne, to warn pilots of the location of any persons in the flying area.*

Contd

- *Noisy models cannot be tolerated. I/C models will require a quiet silencer to be fitted. Please do not underprop a model, as increased RPM is the quickest way to generate a noise complaint.*
- *Just because your model is electric, it does not mean you are exempt from noise restrictions. Most electric models are near silent, however, some (particularly powerful motors running at high speed) can be as noisy as a 2 stroke.*

If we bear the above points in mind, we should be OK. We were granted the new licence on the basis of having given no cause for complaint at Warren Farm, and we cannot afford complaints if we are to both remain at Rectory Park for now, and return to Warren Farm in the future. There is no other available site.

MEMBERSHIP RENEWALS

To those of you who have renewed promptly, many thanks.

To those who have yet to renew, kindly do so ASAP. We will be processing the BMFA renewals in the first week of January, and if we have not received your cheque in time you will need to renew your own BMFA.

MORE ON RECTORY PARK

If any of you think that flying at Rectory Park is a new idea, think again!

As soon as David White heard about it, he sent the following :-

I read your December News Letter with nostalgic interest. As they say "what goes around comes around" and thought you might like to hear about model flying at Rectory Park circa 1946-1956.

At the time we lived in Parkfield Avenue and my cousin lived in Parkfield Road which backs onto the park, both are shown on your aerial photo. Cousin Brian, who is about ten years older than I, was a keen aero modeller and he and his aero modelling mates made good use of the field at the bottom of his garden. In those days it was agricultural land and, in the summer when the crops were sown, they flew gliders, rubber and diesel powered free flight models and recovered them from the corn or whatever else was growing. After the harvest they'd trample down the stubble to make an area flat enough for control line flying and then torment the neighbours with horrific noise most summer evenings and weekends!

I know all this because, when I was about four years old, my Dad would take me to watch. As I grew older I would wander round on my own as soon as I heard an Amco 3.5 whine up. The noise they made was truly horrendous but no one seemed to mind too much. I don't think nimbyism had been invented then. So, if you get any noise complaints you might mention to the complainant that they ought to have been there in 1950!

Happily, our models can be made much quieter than in days of old. Let us hope that we can maintain a good relationship with the local community, and perhaps even introduce a few new faces to the joys of model flying.

AND FINALLY

We can all be proud of the fact that we have achieved 17 years of successful flying at Warren Farm without a single complaint. It is testimony to our conduct that the BMFA are unable to recall a previous instance of a club under threat of losing its field having the full support of local residents. Usually, it is they who are trying to close the site.

We hope that the photos will recall happy times at Warren Farm, and look forward to seeing you at Rectory Park when (if) the weather improves.



Last of the Summer Wine. Our senior members enjoy a relaxing weekday flying (or yakking) session.



Tom Thomas passes his BMFA "B" Test. Examiners Peter Vidgeon & Bob Howard.



Ken Stanbury launches "Splodge" Guy's scratch built, electric powered all foam Eagle.



Bob starts the Laser 70 powered Hawk 60



Club Juniors, with their parents.



Nigel Smith helps club junior Oliver Diller to prepare his new Vanquish aerobatic model.



Malkit Purba flies sols. Beginners in our hobby come in all shapes, sizes and ages.



Guy Lee-Emery with another of his foam models." Igor the Incredible Flying Man"