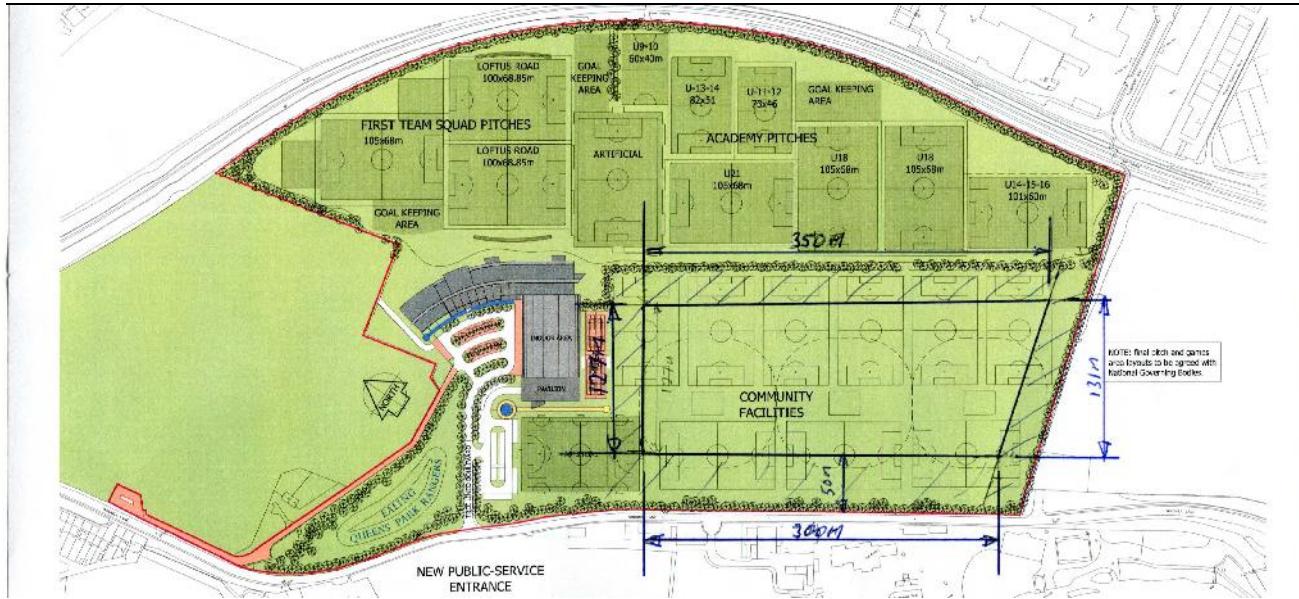


WARREN FARM RADIO FLYERS WF

RF



The future field layout will be much as per this drawing. Please read the full details below

JULY AT WARREN FARM

CHANGES TO FLYING LAYOUT AND RULES

As announced in the recent newsletter update, the transfer of Warren Farm from LBE to QPR will necessitate changes to our flying activities.

In order to allow us to acclimatise ourselves to these changes, we will be relocating to our new pits area and flightline forthwith. In the near future, we will be marking out the South East edge of the flying zone, which is 50mts from the road. This will still leave an adequate safety zone when the new cycle lane/footpath is established between the road and the existing rabbit-proof fence.

Our pits area will now be in front of the fence, opposite the 2nd cricket square, and as far behind the S/E safety line as possible. Crosswind take-offs and landings will, in future, become more common, so now is the time to start practising.

When the training pitches are in use, we will be unable to fly beyond the North East safety line, so now is a good time to begin learning to fly within the available area. We may still be permitted to overfly the training pitches when they are not in use. We will be speaking again to QPR, and we are assured that more information on this will emerge in due course.

In view of the probability that the training pitches will be in use when we are flying, and the presence of modern buildings on site, it will in future be a requirement that **ALL** models **MUST** be fitted with a failsafe to cut the motor in the event of a radio or battery failure. Setting the failsafe to idle will not be permitted, the motor (I/C or electric) **MUST STOP!** All 35MHz PCM and 2.4GHz radios have these features built in as standard, but require programming to ensure that they conform to these rules. If you are using 35MHz PPM radios you will need to fit a plug-in "Smart" failsafe, which monitors both the radio link and the Rx battery condition.

Club officers and instructors will be asking members to demonstrate that the failsafe is correctly set up by switching off the Tx when the engine is running on the ground.

CHANGES TO LICENCE

We have been formally notified that our licence to fly at Warren Farm expires on 31st December 2012, and that from that date all flying must cease. However, we have also been assured that the new licence agreement with QPR will then replace the present licence.

During our negotiations with LBE and QPR, it emerged that QPR will not be seeking to greatly increase the costs to existing users, and we therefore anticipate only the normal inflation interest from the present licence. We are, however, seeking to clarify whether any legal costs or surveyors fees will be levied, as has happened in the past.

DRIP TRAYS

There has again been evidence of drip trays not being properly employed.

In addition to catching refuelling spills, the drip tray **MUST** also catch the hot exhaust fumes if the exhaust is pointing towards the ground. Burned fuel is also acidic, and this factor in combination with the high temperature produces an unmistakable scorch pattern on the grass.

The question of drip trays was mentioned by LBE and QPR at our recent meeting. Failure to comply with this rule could jeopardise our future.

Any member not using a drip tray, or not positioning it adequately to prevent damage to the grass, will be stopped from flying for the remainder of the day, and may be suspended from flying indefinitely.

FIELD AVAILABILITY

The usual pattern of cricket, with some summer soccer, remains in place, with most cricket matches starting between 1pm and 2pm every weekend. There is, however, an all-day event on Sunday 24th July, so no flying will be possible on that day.

Cricketers have again been entering the field before their allotted time, although this did not interrupt flying as the wind was too strong to fly. However, they were also seen to be driving a car onto the field to carry their equipment to the furthest pitch. Do not intervene if either of these events occur again, but please let Bob or Tom know, and also advise the groundsman when he arrives.

AND FINALLY

The Ealing Gazette has again published an excellent article about the fight to retain Warren Farm as a flying site. The front page story included the recent news that we have made good progress in securing our future, and includes yet another photo of a certain bearded “gentleman” with a yellow Wot-4 in his hand. The article is not yet on the Gazette website, but keep looking. It may appear in a few days.

It is great to know that, after 15 years of flying at Warren Farm, the only publicity is very supportive of our activities. All too often, the only publicity model flying clubs receive is when local residents complain about them.

Some of our rules and restrictions may seem onerous at times, but it appears that this approach has worked in our favour.

Tom Thomas

Field Officer

Fred Dunckley

Vice Chairman

Bob Howard

Chairman/Secretary