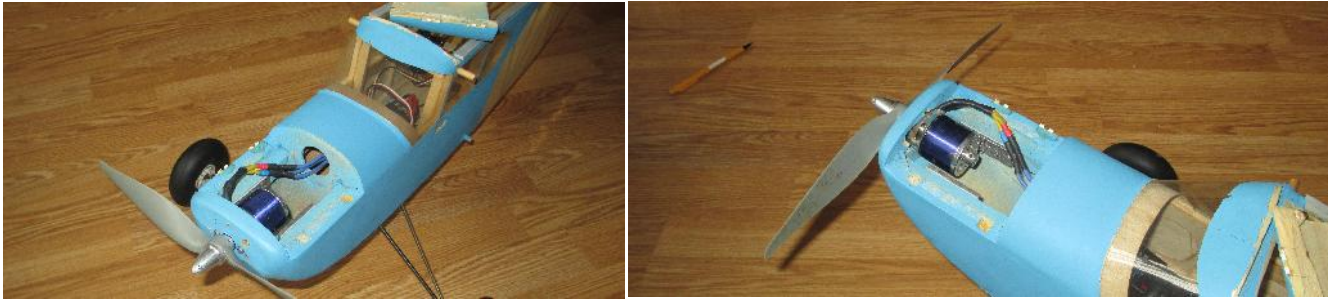


WARREN FARM RADIO FLYERS **WFRF**



How to do it! Tom Thomas has converted a Super 60 to electric power.

JUNE AT RECTORY PARK

FIELD CONDITION AND AVAILABILITY

The park has again been mown, and the runway area within the cricket circle is in excellent condition.

Please be aware that the cricket season is now in progress, and we will need to make sure of an early start to finish our flying before the cricketers arrive.

We have been advised by Lynne Claydon at the sports bookings office that matches are scheduled to start at 1pm, so there is no justification for the cricketers to interfere with our activities before 12.30pm. Lynne will be speaking to the cricketers shortly.

FOOTBALL DEVELOPMENT

In view of the proposal for us to move to the northern half of the park, Paul, Tom and Malcolm have had a couple of trial flying sessions at the new location. It is flyable, but only for smaller models. The available area will improve a little if LBE honour their commitment to remove the two most northerly trees, however we will have to bear in mind that the houses in Parkfield Road back on to the park, with only a few trees to separate them from the park. Great care will need to be taken when flying to the left of the take-off area.

DRONES

You will all have seen news reports of alleged “Airprox” incidents involving drones coming too close to airliners flying in and out of Heathrow and other airports.

We have received two enquiries from Air Traffic Control at Swanwick asking if we can shed any light on incidents to the east of Heathrow, over the Hounslow area. We have explained to them that :-

- We no longer fly at our Warren Farm site
- We do not fly Drones

ATC are happy with this, and are fully aware that these incidents do not involve members of responsible model flying clubs such as ours. They have, however, asked that we keep our eyes open for people flying from locations which could constitute a danger.

If you see anything which could help ATC, please report the location to Bob Howard. Your name will not be mentioned, and ATC would be grateful for our help in isolating the source of these drones.

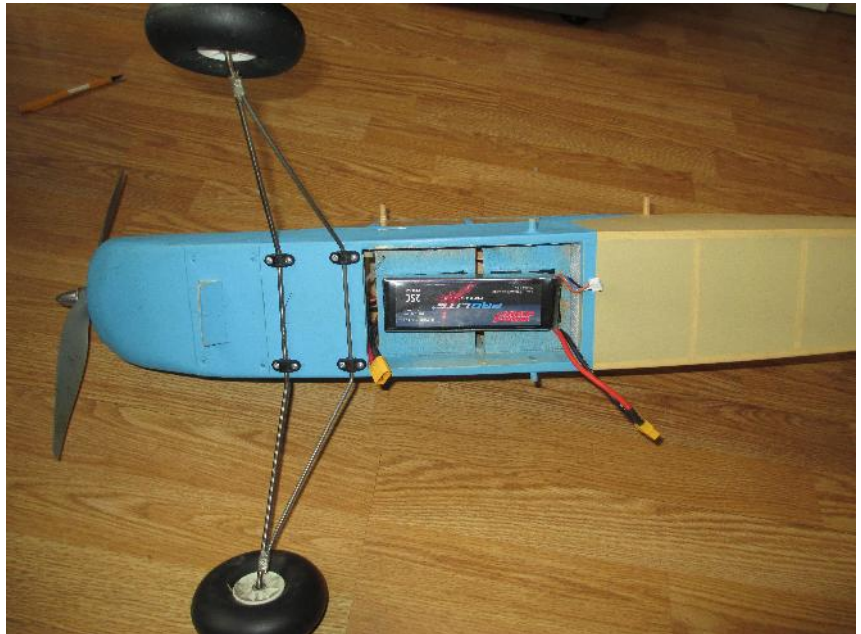
SUPER 60 “ELECTROCUTED”

Following on from the electric Gangster in the last newsletter, Tom Thomas has carried out a similar conversion to a Super 60, one of the all-time classics designed in 1960 by E.J.Webster, originally kitted by Keil Kraft, and more recently by Ben Buckle Vintage Kits.

Sadly, details of the powertrain used by Tom have been lost, but the reference chart on the 4-MAX website suggests a 605w 1000KVA motor, 45amp speed controller, 12 x 6 prop and a 3s 3700mah battery.

Tom currently flies the model on rudder, elevator and throttle, however he also has an aileron wing for use in 4 channel mode.

Fitting the battery behind the undercarriage gives about the right centre of gravity, although it does mean upending the model to change the battery after each flight. Handling is reported as very good, and Tom hopes to be able to fly it in the more restricted area when we are forced to move.



Tom has retained the original engine bearers, so he will be able to convert back to I/C power if the mood takes him. His other Super 60 has a very old, and now obsolete, OS48 4 stroke. The nearest equivalent would be the OS 52, or one of the SC/ASP equivalents.

One of our old club trainers, pictured below, was a Super 60 powered by an OS 46LA 2 stroke. Sadly, these superb engines have recently been discontinued, probably because of the advances in electric flight.

AND FINALLY

Sadly, your editor will be conspicuous by his absence for a while. My already painful back suffered further damage in a fall in the garden recently, so I am confined to barracks. I will, however, be available on the phone or by email if you need any help or advice.



A much younger , slimmer and clean-shaven Bob Howard performs a fly-past at Warren Farm with one of the old Super 60 club trainers.