

# **WARREN FARM RADIO FLYERS**

## **MARCH AT RECTORY PARK**

### **FIELD CONDITION**

Improvements to the condition of the field are very slow. The contractors report that the park is now flooded again, and therefore cannot be mown. They will advise us when mowing commences.

Until recently it has been possible to fly small hand-launch foamies, however the ground is now so rough that even this type of model is at risk from landing damage.

It is understood that the rough condition is the result of casual footballers holding impromptu matches or training sessions when the ground is wet. Discussions with the contractor suggest that they concur with this view, however little or no action appears to be possible to deal with this issue.

### **WARREN FARM**

The new proposals for the redevelopment of Warren Farm have now been unveiled.

The good news is that the proposal to terrace the "Community Area" at the south-eastern end of the field has been abandoned. Instead, the ground will be built up to reduce the gradient to a more acceptable level.

A row of trees is to be planted along the boundary between the academy and community areas, so great care will be needed to avoid hitting them, particularly on the downwind leg of a landing approach.

An initial assessment of the layout suggests that the flying area will now be even smaller than that offered by the earlier plans, although QPR insist that this is not the case. They have promised to send site drawings. These will then be marked up to indicate the available flying areas on the plans, and an assessment made as to how to cope with the situation.

QPR continue to offer assurances that WFRF will be permitted to continue flying, although there is still no indication of the days and times when flying will be permitted. Also, the very restrictive layout will almost certainly mean that the use of some types of model which have been flown at Warren Farm since 1997 will no longer be possible.

Hopefully, more information will be available by the time of the April newsletter.

### **AND FINALLY – ONE FOR THE BUILDERS**

Fibreglass engine cowls and undercarriages can be difficult to paint, as even some plastic primers have trouble sticking to a gelcoat surface. Aluminium parts can also present problems.

It is important to make sure that the mould release agent is removed. Thinners or meths will do the trick, and a serious scrub with scouring powder will help.

The next stage is to use an acid etch primer, available in an aerosol spray from good motoring spares suppliers, which burns itself into the surface.

It is toxic, so be sure to use it in a well ventilated area (preferably outdoors) and use a suitable face mask. It is usually grey, so you may need to follow it up 24 hrs later with a coat of white primer before adding the final colour.